

BELLVILLE CENTRAL BUSINESS DISTRICT

Local Spatial Development Framework



December 2023



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

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Glossary of Terms

Term	Definition
Active interface	Refers to street frontages where there is an active visual engagement between those in the street and those on the ground floors of buildings. This quality is assisted where front façade of buildings, including the main entrance, faces and opens towards the street, and also where ground floor uses accommodate activities that provide a level of interaction between pedestrians and the building uses including cafes/restaurants, shops, offices etc.
Affordable housing	Traditionally affordable housing refers to housing with prices or values below the overall open market value, which targets below average incomes. In this LSDF affordable housing refers to the household income brackets of R3 501 – R18 000 per month, and is inclusive of social, GAP, and inclusionary housing. It also refers to residential units valued at R500 000 or less.
Base Zone (edit)	The zoning before the application of any overlay zoning and may include a sub-zoning as contemplated in the development management scheme. A category of zoning applicable to a particular area or land unit which: (i) stipulates development rules in addition to the underlying zone or base zone requirements, which may be more or less restrictive; (ii) may include provisions and development rules relating to primary -, additional -or consent uses, limitations in addition to the underlying base zone, subdivision and subdivisional areas, special planning areas, development incentives, urban form, urban renewal, heritage and environmental protection, etc.
Biodiversity	Biological wealth of a specified geographic region including the different marine, aquatic and terrestrial ecosystems, communities of organisms within these, and their component species, number and genetic variation.
Biodiversity network	The map of protected and critical biodiversity areas (including natural vegetation remnants and wetlands) for the city, based on the fine-scale systematic conservation plan, in accordance with the legal requirements. The network of the City's biodiversity areas (prioritised using a scientific and systematic fine-scale conservation planning method, in accordance with the legal requirements) includes protected areas, open water courses, wetlands and indigenous vegetation.
Character (of a place)	Collection of qualities and features that is area distinctive to a place or area and in this case is used to distinguish period of establishment or pattern of settlement
Commercial	General business activity and mixed-use development of a medium to high intensity. Whilst the focus of development of these areas is commercial (office and retail development) a mix of uses including high and medium density residential development could be

	appropriate in these areas. Industrial development is generally not suitable in these areas.
Connector route	These connect different areas of the city and have a greater mobility function than development corridor main roads. They are typically characterised by comparatively high volumes of faster-moving traffic, although this may vary considerably across a variety of different road types in different areas. These may accommodate a mixed activity/ mobility function, but their role in accommodating activity is generally confined only to nodal areas (or in more outlying areas 'villages'). In some instances, direct access to abutting land uses and residential properties is provided along connector routes.
Context	The broader environment within which a development or site is located. Context is a broad term and can refer to natural systems, topography, the social and economic environment, the built environment, access, public institutions, public space, and public utility services.
Council	The Municipal Council of the City.
Densification	Increased use of space, both horizontally and vertically, within existing residential areas/ properties and new developments, accompanied by an increased number of units and/or population threshold.
Developable land	Developable land is land falling inside the urban edge of 2016 which was neither developed nor constrained.
Development corridor	Typified by intensified and diversified land use, these corridors reflect the targeted, prioritised areas earmarked for the largest spectrum of land use mix associated with the highest density of population and employment. They are inclusive of Integration zones and link diverse economic nodes – ranging from mature and developing to emerging, and across a hierarchy of function and services levels.
Development Management Scheme (Zoning scheme)	A scheme consisting of scheme regulations and a register with (or without) a zoning map.
Development route	Characterised by strip or nodal urban development along most sections of the route. This comprises (should/can comprise) medium to high intensity mixed use development in identified urban nodes, with primarily (or almost exclusively) medium to high residential development between these node areas. These roads are characterised by direct access and interrupted movement flows, especially at bus and taxi stops and traffic lights.
Ecosystem Services	Services that indirectly accrue from the natural environment, and do not have direct market values. Can include flood attenuation, natural drainage and erosion prevention, wastewater management through biological treatment, air quality management and filtration, carbon sequestration, and biodegradable waste disposal.

Ecosystem service	Ecosystem services are the many and varied benefits to people derived from healthy ecosystems. They include provisioning (e.g. water supply) regulating (e.g. flood control), supporting (e.g. habitat provision) and cultural (e.g. recreation) services. Refers to the benefits people derive from ecosystem. They include provisioning, regulating, supporting, and cultural services. 1. Provisioning services are the benefits to people that can be extracted from nature, e.g. food and water. 2. Regulating services re the benefits provided by ecosystem processes that moderate natural phenomena, e.g. water purification, erosion and flood control, and climate regulation. 3. Supporting services are those services that support processes to enable basic sustenance of life, e.g. the provision of habitat, water cycling, nutrient cycling, photosynthesis, and soil formation. 4. Cultural services are non-material benefits from nature that contribute to the development and cultural enhancement of people, knowledge building, creativity and recreation.
Form	The layout (structure and urban grain), density, scale (height and massing), appearance (materials and details) and landscape of development.
Green infrastructure	Natural and semi-natural open spaces, natural ecological and 'engineered' ecologic systems, with other environmental features, that integrate with the built environment, to provide a wide range of ecological, community and infrastructure services. GI provides ecosystem services and can be present on a continuum from large scale naturally functioning systems to small scale urban elements(e.g. trees or a bioswale within a development).GI can help assist with the amelioration of urban development impacts. GI assets ideally form an interconnected network within the urban environment.
Green Infrastructure Programme (GIP)	A City programme whose purpose is the protection and enhancement of existing natural assets and the promotion of new green infrastructure (GI) assets, in order to underpin Cape Town's sustainability, enhance the city's living environment and improve its resilience to the effects of climate change.
Green infrastructure network (GINet)	Spatial representation of natural and green open spaces (>1ha) in the city, the benefits they provide and the opportunities they present, in terms of selected predefined ecosystem services. They form a network through the connection via existing and potential ecological and green corridors/ greenways. The intention of the GIN is to guide development. The spatial component of the City's GIP derived through the mapping of green open spaces (public and private that are >1ha), based on ecosystem service provision, and the identification of corridor linkages. Note that blue spaces (e.g. rivers and wetlands) are included in the definition of 'green space'. The GINet was

	developed using an 'expert' system, considering typologically defined spaces and interrogating these based on predefined questions relating to ecosystem service provision. The areas best fit linkages to maintain or establish connectivity. The GINet is intended to be an informant to development, by highlighting the existing GI assets and/or attributes of a site, with a view to retaining these, and where opportunity or potential exists, to enhance them when a development occurs.
Gross lettable area (GLA)	The area of a building designed for, or capable of, occupancy and/or control by tenants, measured from the centre line of joint partitions to the inside finished surface of the outside walls, and shall exclude the following: (a) all exclusions from the definition of floor space; (b) toilets; (c) lift shafts, service ducts, vertical penetrations of floors; (d) lift motor rooms and rooms for other mechanical equipment required for the proper functioning of the building; (e) areas reasonably used in connection with the cleaning, maintenance and care of the building, excluding dwelling units for caretakers, supervisors, cleaners or maintenance staff; and (f) interior parking and loading bays.
Heritage resource	Any place or object of cultural significance, according to the NHRA, unique, non-renewable and precious locations includes sites and landscapes of historical significance, areas of scenic beauty, and places of spiritual or cultural importance.
IRT Trunk routes	A primary carrying route of an Integrated Rapid Transit system with a higher than average large travel demand
Mixed land use	Area of existing or proposed horizontal or vertical integration of suitable and compatible residential and non-residential land uses within the same area or on the same parcel of land; implies contextually appropriate intensity of land uses that should facilitate efficient public transport and a vibrant local urban environment. Also referred to as land use diversity.
Mobility	The ease with which people can travel with minimal delay on a route.
Non-motorised transport	Transport modes that are not motorised, e.g. walking and cycling.
Overlay (Base) Zone	As per the City's MPBL, 215 item, 159 to 191 a category of zoning applicable to a particular area or land unit which: (i) stipulates development rules in addition to the underlying zone or base zone requirements, which may be more or less restrictive; (ii) may include provisions and development rules relating to primary -, additional - or consent uses, limitations in addition to the underlying base zone, subdivision and subdivisional areas, special planning areas, development incentives, urban form, urban renewal, heritage and environmental protection, etc.

Public open space	Land which is designated as public open space, under the ownership of the City or other organ of state, with or without access control, and which is set aside for the public as an open space for recreation or outdoor sport, including a park, playground, public or urban square, picnic area, public garden, nature area including ancillary buildings, infrastructure and uses.
Public transport interchange	Supports the transfer of public transport users between modes (rail/bus/taxi) but also functions to support economic activity.
Resilience	The capacity of social, economic and environmental systems to cope with a hazardous event or trend or disturbance, responding or reorganising in ways that maintain their essential function, identity and structure while also maintaining the capacity for adaptation, learning and transformation.
Spatial concept	A concept used to describe a particular set of spatial features (e.g. urban node, civic precinct).
Spatial transformation	The process of reversing the negative impacts of apartheid spatial planning (spatial fragmentation, inefficient urban form, racial segregation and ghettos of poverty etc.). Integrating communities and increasing opportunities to a greater number of people in highly connected areas are among the key outcomes of spatial transformation. Renouncing the creation of new low-income communities on the periphery of the city is also a key principle to avoid the need for these groups to spend a disproportionate amount of household income on transport and remain distant and dislocated from the socio-economic benefits and amenities associated with central urban locations.
Structuring element	Spatial aspect that provides structure or form to urban development (e.g. a main road provides structure to which land uses respond).
Transit-oriented development (TOD)	Transit-oriented development (TOD) is a multifaceted and targeted strategic land development approach to improve urban efficiencies and sustainability by integrating and aligning land development and public transport services provision. It promotes inward growth and compact city form with an emphasis on building optimum relationships between urban form, development type, development intensity, development mix and public transport services to create a virtuous cycle of benefits over the long term as described in the City of Cape Town TOD Strategic Framework. Different TOD objectives, tools and outcomes are applicable at metropolitan, corridor, nodal, precinct and project scales.
Urban development	Buildings and infrastructure with a residential purpose as well as offices, shops, community facilities and other associated buildings, infrastructure and public open space necessary to provide for the proper functioning of urban areas and amenity and recreation. The term 'urban development' includes golf estates, vineyard estates with a residential component, equestrian estates with a residential component, rural living estates, eco-estates, gated communities and regional shopping centres. Urban development excludes

	noxious industry and generally excludes land for industrial purposes. However, service trades that are compatible with mixed-use development and that generate a low impact on surrounding urban uses may be permissible if the nature and type of industry is deemed to form an integral part of an area demarcated for urban development purposes.
Urban Development Zone	The Urban Development Zone is an area demarcated in accordance with the Income Tax Act 1962 (Act No. 58 of 1962) as amended by the Revenues Laws Amendment Act 2003 (Act No. 45 of 2003). In terms of this incentive, taxpayers who construct improve or purchase a building or part of a building from a developer within this area will be allowed to claim a reduction in taxable income.
Urban footprint	The total spatial extent of existing urban development.
Urban management	Urban management involves the area-based involvement of and coordination with end users in the implementation, operation and maintenance of public facilities and services. In the local context, this may include the establishment of City Improvement Districts, Area Coordination Teams or Mayoral Urban Regeneration Programmes. In the long term successful urban management fosters a culture of joint accountability between the City and local stakeholders, reducing the potential of tension usually associated with top-down service delivery.
Urban node	Area characterised by the intensity, mix and clustering of activities/land uses (including commercial/business development and associated employment opportunities, higher-order services and higher residential densities).
Zoning	Includes base zoning and overlay zoning and means a land use category prescribed by the development management scheme regulating the use of and development of land and setting out :- a) The purpose of which land may be used; and b) The development rules applicable to that land use category. A category of directions setting out the purpose for which land may be used and the land use restrictions (e.g. height limits, building lines, bulk, coverage) applicable in respect of the said category of directions by the scheme regulations.

List of Acronyms

Acronyms	
AED	CCT Area Economic Development
ACC	African Centre for Cities
ACTT	Area Coordinating Task Team
A&C	CCT Arts & Culture Branch
BITLUP	Bellville Integrated Transport & Land Use Plan
BRT	Bus rapid transit
CSHIP	Community Services & Health Infrastructure Plan
CTOD	Comprehensive transit-oriented development
CBD	Central Business District
CCT	City of Cape Town
CLDP	Catalytic Land Development Programme
CPUT	Cape Peninsula University of Technology
CSIR	Council for Scientific and Industrial Research
CS&H	CCT Community Services & Health Directorate
CTIA	Cape Town International Airport
DED&T	Department of Economic Development & Tourism
DMS	Development Management Scheme
DT&PW	Department of Transport & Public Works
GABS	Golden Arrow Bus Service
GINet	Green Infrastructure Network
GTP	Greater Tygerberg Partnership
HIA	Heritage Impact Assessment
HPOZ	Heritage Protection Overlay Zone
HWC	Heritage Western Cape
IPC	Intermodal Planning Committee
IPTN	Integrated Public Transport Network
IRT	Integrated Rapid Transit
LSDF	Local Spatial Development Framework

LVC	Land Value Capture
MBT	Minibus Taxi
MES	Mould Empower Serve
MSDF	Municipal Spatial Development Framework
MURP	Mayoral Urban Regeneration Programme
MVSA	Mayoral Visible Service Acceleration Programme
NDoT	National Department of Transport
NHRA	National Heritage Resources Act
NMT	Non-motorised transport
PMT	Project Management Team
PRASA	Passenger Rail Agency of South Africa
PTI	Public transport interchange
SAHRA	South African Heritage Resources Agency
SC	Sub Council
SD&ECD	CCT Social Development & Early Childhood Development Department
TOD	Transit-Oriented Development
UCI	Urban Catalytic Investment
UPD	Urban Planning and Design
UWC	University of the Western Cape
VOC	Vehicle Operating Company
VRC	Voortrekker Road Corridor
VR CID	Voortrekker Road City Improvement District
WCG	Western Cape Government

EXECUTIVE SUMMARY



CITY OF CAPE TOWN

LOCAL SPATIAL DEVELOPMENT FRAMEWORK

Bellville is the second metropolitan node of Cape Town situated approximately 20 km east of the Cape Town CBD. Bellville CBD is centrally located in the metropolitan area and lies at the heart of the Tygerberg District, in close proximity to the City's key mobility routes including the N1, the N2; Cape Town International Airport, and is the gateway to the City's employment backbone, the Voortrekker Road Corridor – a key spatial structuring element of the city.



Bellville CBD LSDF Study Area

Bellville has a high and diverse concentration of employment, benefitting from a dense cluster of corporate and public occupiers, tertiary academic research institutions, and health care facilities, retail convenience and schools.

The Local Spatial Development Framework (LSDF) presents a vision for Bellville's regeneration that capitalises on its high accessibility and leverages its unique locational attributes to deliver a vibrant mix of high-density, residentially-led development, including commercial, retail and recreational spaces within walkable precincts anchored by a vertically

integrated public transport interchange (PTI), and supported by high-quality public realm and social amenities.

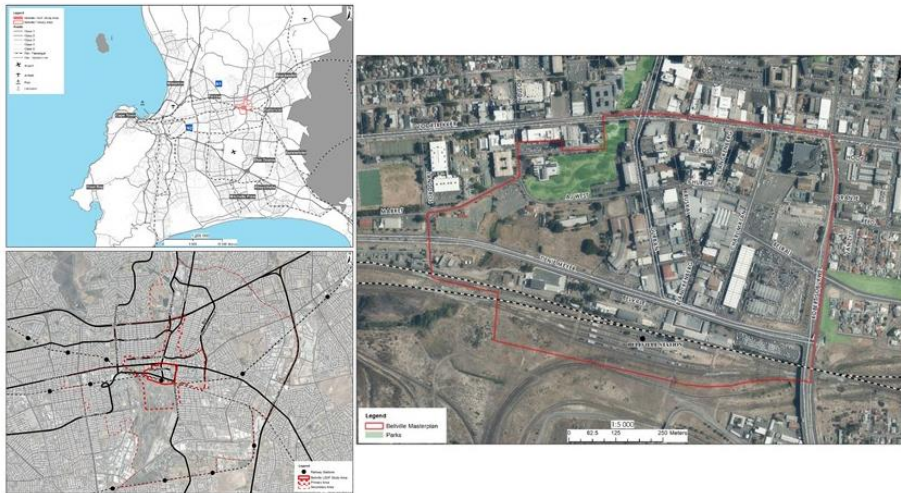
The LSDF sets out an ambitious vision for the regeneration of Bellville CBD, drawing on the Bellville Integrated Transport and Land Use Plan (2015) to focus on the environmental, social, economic and design objectives applicable to development. It sets out a programme of interventions to development and presents an indicative masterplan illustrating how its regeneration will support economic growth, and spatial transformation over time.

Delivering the vision requires a comprehensive approach to planning and regeneration that harnesses all significant development opportunities for Bellville CBD for the social, economic, environmental and physical benefit of the greater area, and metro. This is vital to assist in reducing concentrations of deprivation, reduce social and economic polarisation, and encourage social mobility.

It is increasingly important to consider alternatives to achieving housing targets and encourage investment to capture the potential of the area and create a vibrant, exciting, high quality place to live and work. Bellville provides valuable development capacity to support the City's rapidly expanding population and cater for a range of commercial uses, including creative industries; innovation and biotechnology; retail; and entertainment that contributes toward positioning Cape Town as a forward-looking, globally competitive city.

The objective of the LSDF is to guide the future development of Bellville. It considers how, in line with policy, development of the Bellville CBD could bring about lasting social, physical, environmental and economic benefits to Bellville, which today largely comprises a blighted urban environment by increasing employment space and housing choice to grow jobs and local facilities. It also considers how the development of Bellville can transform a former commercial/ industrial node, which has

suffered blight and decline, largely cut-off from the surrounding areas by railway and road infrastructure to enhance spatial integration.



Bellville CBD Locality

The LSDF supports the realisation of the City's spatial vision, policy objectives and development priorities by delivering on the Municipal Spatial Development Framework's (MSDF) three spatial strategies namely:

Spatial Strategy 1: Plan for employment and improve accessibility and access to economic opportunities

Cape Town's spatial form is a significant factor inhibiting the City's economic growth prospects. As a metropolitan node at the heart of the City, unlocking the Bellville CBD offers significant opportunity to improve movement efficiencies between the Metro South East and the employment rich Northern districts, particularly the Voortrekker Road Corridor, key to the City's spatial transformation objectives. Furthermore, the regeneration of Bellville CBD will deliver a dense, mixed-use precinct to create a liveable, safe, vibrant, and productive

environment, with accompanying utility and social infrastructure, and amenities.

Spatial Strategy 2: Build an inclusive, integrated and vibrant city

The regeneration of Bellville CBD contributes towards the MSDF's objective promoting a more spatially inclusive, integrated and vibrant Cape Town to address the persistent economic and social exclusions entrenched by the legacy of apartheid. The reconfiguration of the PTI into a compact vertically integrated, multi-modal facility will make it easier for commuters to transfer between modes, thus improving efficiency of station operations and the broader metropolitan network. Importantly, the vision also seeks to optimise City-owned land, which can be better utilised for productive activities including retail, commercial, education and residential, to grow the rates base.

Spatial Strategy 3: Manage urban growth and create a balance between urban development and environmental protection

In support of the City's strategy for managed urban growth, the MSDF has identified four Spatial Transformation Areas (STAs) where development is encouraged. Bellville falls within the Urban Inner Core which is a City investment priority area where City capital and operating expenditure will be prioritised, as well as a Development Focus Area in terms of the Spatial Targeting Framework of the Tygerberg Integrated District Spatial Development Framework and Environmental Management Framework (IDSDF&EMF).

Challenges and Opportunities

Bellville is a suburb of contrasts. It has a large urban core with a number of smaller urban centres and busy employment areas surrounding it. Much of Bellville's deprivation is concentrated south of Voortrekker

Road, where suburbs, such as Bellville South, Belhar and Ravensmead, continue to suffer from high levels of deprivation.

Whilst Bellville's urban core is the focus of the LSDF, promoting inclusive growth and development through innovation, the digital economy, and knowledge-based business, the City's immediate focus has been on area stabilisation to address the high levels of blight, and Bellville's negative perception, to create an enabling platform for investment to flourish.

Some buildings are vacant, unsightly and have fallen into disrepair. Businesses are struggling due to lack of footfall and a desire to move to other areas. Issues associated with antisocial behaviour and squatting are prevalent, creating security issues and further costs for the City.

The public engagement undertaken confirmed that there is wide spread support for the regeneration of Bellville CBD. It is vital that the City invests to arrest blight and urban decay, to ensure that Bellville capitalises on its potential, attracts and retains talent, and business in Bellville, whilst contributing towards spatial transformation.

Accordingly, the Mayor's Visible Service Acceleration (MVSA) programme, under the leadership of Sub-Council 6's Area Coordinating Task Team (ACTT), is focused on a range of short-term area stabilization initiatives that are crucial to re-establishing investor, public and landlord confidence in the area. The programme has been well received and successful in collaborating with local bodies, such as the Greater Tygerberg Partnership (GTP), and the Voortrekker Road Corridor Improvement District (VRCID), to address blight comprehensively and create an enabling environment for investment to flow. More recently, the Mayor launched the 'Bellville Better Together' campaign to supplement the MVSA with additional resources aimed at short-term clean-up operations.

Amongst Bellville's most pressing challenges is an incomplete movement network; which increases congestion in the CBD and surrounds, and ultimately makes the Bellville a less desirable location for business. Yet, Bellville is a key component of the metropolitan transport network with several important public transport routes converging on Bellville.

Bellville is the second busiest PTI in the metropolitan network making it an ideal location to exploit its potential to deliver significant Transit-oriented Development (TOD). TOD seeks to leverage highly accessible locations to create urban spaces with a vibrant mix of high-density residential, commercial, retail development, and recreational spaces within walkable precincts anchored by transit facilities and serviced by high-quality social amenities.

Bellville's challenges and opportunities are summarised in the table below:-

Challenges	Opportunities
Under served urban management resulting in crime and grime contributing towards the decline in investor confidence in the CBD and associated declining land values.	Strategic location on the rail/road-based movement networks. Very high daily movement through the range of public transport offerings in the area.
The rail corridor and the Belcon site remain significant physical barriers to the southern expansion of the CBD.	Serviced by a wide spectrum of social facilities and amenities and civic infrastructure
Incomplete road network (both physical and in terms of road classification continuity) which	Large tracks of underutilised land within, and in close proximity, to

adversely affect the functionality and character of the precinct through increased congestion and lower productivity.	the study area (including Belcon to the south of the rail station)
A significant portion of the public realm is devoted to vehicular movement with pedestrian movement restricted to inadequately sized pavements to accommodate the volume of commuters traversing the space. Furthermore, recent upgrades the public realm have been unable to create an interconnected network of public spaces that extend beyond the precinct and link into the surrounding built fabric.	Bookends the Voortrekker Road and Blue Downs/ Robert Sobukwe/ Symphony Way Corridors.
The road based public transport offerings are space consumptive which could be better utilised to further the realisation of TOD.	An urban node founded on a legacy of trade and mobility heritage that continues to evolve as the CBD responds to changing cultural and ethnic groupings.
The public realm includes many blank facades that negatively impact the quality of space, and create of an impermeable, unsafe and poor quality public environment.	Located along the Elsieskraal River corridor.

The Concept

The LSDF is designed to deliver growth and prosperity that will benefit the communities of Bellville, and wider metropolitan area. Through strong leadership and strategic interventions, the plan will support the creation of significant new commercial space, supporting the creation of new jobs, infrastructure investment, and homes.

The LSDF reflects a prudent and efficient use of resources. Interventions not only address barriers to growth, but also seek to accelerate growth at every opportunity, underpinned by sector strengths and capability; focused on Bellville's strategic growth opportunities that leverage the City's delivery of economic and social infrastructure, whilst coordinating the actions of public stakeholders in service delivery (e.g. PRASA, TRANSNET, tertiary academic institutions).

A significant amount of activity is already being delivered by the City and its partners to promote sustainability and growth across Bellville (e.g. priority schemes are already underway through existing programmes such as the GTP. The LSDF seeks to promote and align these interventions to maximise economic and social benefits, in addition to identifying gaps and actions to accelerate inclusive growth and development.

The LSDF seeks to leverage Bellville's unique locational attributes and accessibility to deliver a mixed-use, pedestrian friendly precinct, that supports a vibrant retail and heritage offer, set within an exceptional public realm and is led by the imaginative reuse of existing City-owned land and buildings. The LSDF's vision for the regeneration of Bellville CBD is outlined as follows:

"To revitalise Bellville CBD as the second metropolitan node of Cape Town through its transformation into a vibrant, attractive, sustainable

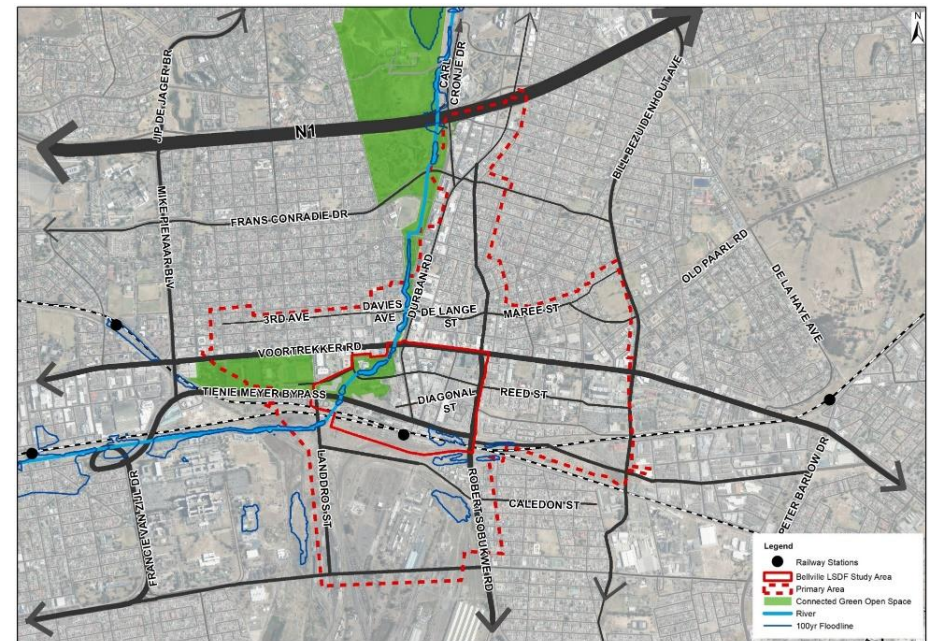
and efficient place where people want to live, work and spend their leisure time through transit oriented development (TOD)."

The vision is underpinned by five themes to create enabling conditions for inclusive economic growth and development, whilst supporting the City's vision for jobs, sustainable economic growth and wellbeing: -

- a. Evolving Urban Management Strategy: A fit-for-purpose strategy that responds to each stage of the development cycle and the needs of the associated users.
- b. Provision of improved transport offerings both within and surrounding the CBD. Create vibrant and safe 'living streets' through adopting shared movement spaces that prioritises slow transport such as walking, cycling and micro-mobility. The shared movement spaces minimises the segregation between modes of road uses.
- c. Creating vibrant public realm: Provide a high quality, interconnected public and private realm that combines ecological and recreational open spaces, courtyards and green spaces.
- d. Promoting local living through providing diverse options: Promoting mixed-use development that extends the daily life cycle of urban activity by combining work, play and entertainment functions at the lower, easily accessible levels, with mixed-income residential accommodation above.
- e. Inclusive employment, trading and economic progression: Increasing local demand for goods and services through increasing residential densities and identifying spaces for informal trading in close proximity to public transport interchanges and along public transport routes.

The vision is supported by strategically leveraging public assets and infrastructure investments, a reimagining of the existing PTI and the adoption of an alternative land use development model as a way of catalysing the broader regeneration programme.

The conceptual framework is underpinned by a strategy that draws on the functionality of the following network elements, the scale and nature of the adjacent development, and character of the surrounding public realm to better connect Bellville CBD to the metropolitan area and with the surrounding area:



Conceptual Development Framework

- a. Completing the broader road network: Bellville's road network is incomplete, hindering efficient movement locally, and at metropolitan scale, and impacting economic development

opportunities. Completing the links in the road network is important as they serve as the structuring elements of urban space, enhance accessibility, and accommodate the proposed high-intensity mixed-use development.

- b. Adopting a networked NMT strategy: Linked to the road network outlined above, and supporting an accessible and walkable precinct, the LSDF includes a networked NMT Strategy aligned to the City's Cycling Strategy.
- c. Enhancing the green corridor: The Elsieskraal River Corridor provides an important amenity/ green-lung for Bellville. The LSDF proposes strengthening this function through integrating the recreational facilities along the corridor into a continuous network of safe and active green spaces. These green spaces link into a network hierarchy of urban public spaces.
- d. Enabling mixed-use development: Enabling a vibrant urban node through encouraging higher density, mixed-use developments within the CBD Precinct is key. Not only will this support the public transport offerings but it will also enable a diverse range of options for people to live, work and play within the Precinct.

These elements are pulled through into the precinct level, which enhances these connector elements, which assist in defining the four sub-precincts each of which has a district and unique character.

The Framework

An important point of departure of the LSDF is the proposal to create a multi-modal, vertically integrated public transport interchange on Bellville railway station. This proposal unlocks considerable City land holdings that currently house the PTI, for development.

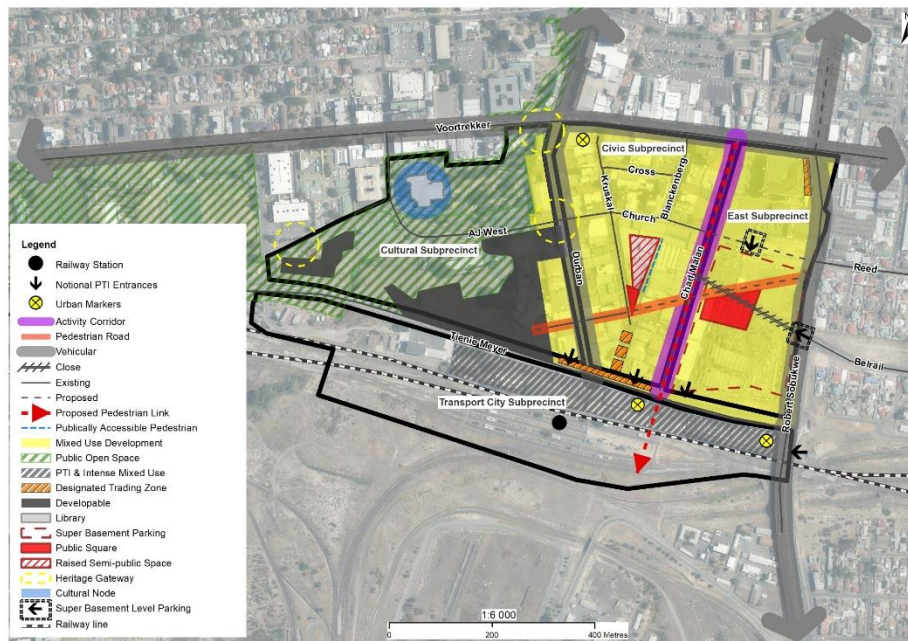
The LSDF thus proposes strengthening and creating new road connections in and around the CBD and also the diversification and intensification of land use in order to support the transit infrastructure, creating a quality public realm within the CBD and unlock the potential of the wider area. The diversification and intensification of land uses opens up opportunities to address the provision of a range of housing offerings whilst supporting the development of non-residential employment land uses in the area.

Key road components to unlocking the locational potential of the CBD were developed in the Bellville Transportation Masterplan Framework (2019) and are included in the LSDF Implementation Plan. These include the following:-

- a. The closure of Belrail Road west of Robert Sobukwe and the western extension for Reed Street to join Church/ AJ West Streets. These two upgrades will enable the creation of a more logical development block within the Sub-precinct East.
- b. The extension and realignment of Robert Sobukwe North-South, which will improve the linkage between Tyger Valley in the north with the Metro South East via Symphony Way. The proposal is for the BRT Trunk Route 13 to run along this route providing a direct link between the southern and northern areas of the metropole.
- c. The eastern extension of Tienie Meyer Bypass, which currently stops at the Robert Sobukwe Road. This extension will create an additional east west linkage that supports Voortrekker Road and provides a more direct access to the industrial nodes situated to the east.
- d. The western extension of Caledon Street onto the northern portion of the Belcon Site to facilitate the movement of road based public transport vehicles to and from the PTI and a proposed remote holding area.

- e. The extension of Charl Malan Street over the railway lines to, in the medium term, to accommodate direct access between proposed remote holding area on the Belcon site with the PTI. It is proposed that this extension will accommodate NMT and pedestrian movement between the CBD and the area south of the Railway line in the long term.

Chapter four of the LSDF contains an Implementation Plan that identifies projects and initiatives for delivery for the LSDF to be realised. The Plan includes broad timeframes, project leads and implementation partners as well as further investigations that are needed.



Bellville CBD Precinct LSDF

1. INTRODUCTION



1.1. Purpose

A Local Spatial Development Framework (LSDF) developed and approved in terms of sections 12, 13 and 14 of the City's Municipal Planning By-law, 2015 will guide development within a localised area. The LSDF aligns with, and gives effect to, the Municipal Spatial Development Framework¹ and the District Spatial Development Framework², through providing more detailed investigations and analysis, which enables more specific planning guidance to land use management decisions as well as public and private investment. It also guides investment in infrastructure needed to unlock development opportunities.

1.2. Structure of the Report

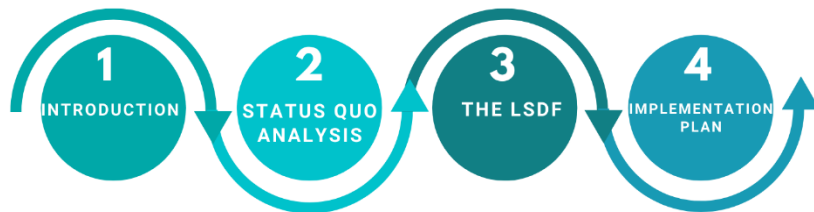


Figure 1: Document Structure

This document has four main sections: an Introduction, which covers the background and policy context for the LSDF; an analysis of the Status Quo, identifying key challenges and opportunities confronting Bellville; Proposals, which present the overall framework and policy guidelines;

¹ The Municipal Spatial Development Framework (2022) is unpacked further in Section 1.5.2.

and lastly, an Implementation Plan, which outlines strategies and mechanisms for the implementation of this LSDF.

1.3. Study Area / Locality

Delineating the Study Area, the Bellville CBD Catalytic Precinct, acknowledges the important and strategic role the CBD Precinct plays across the scales. At the metropolitan and district scales, the Bellville CBD Precinct is the second metropolitan node of Cape Town and plays a pivotal role in the wider transportation network.

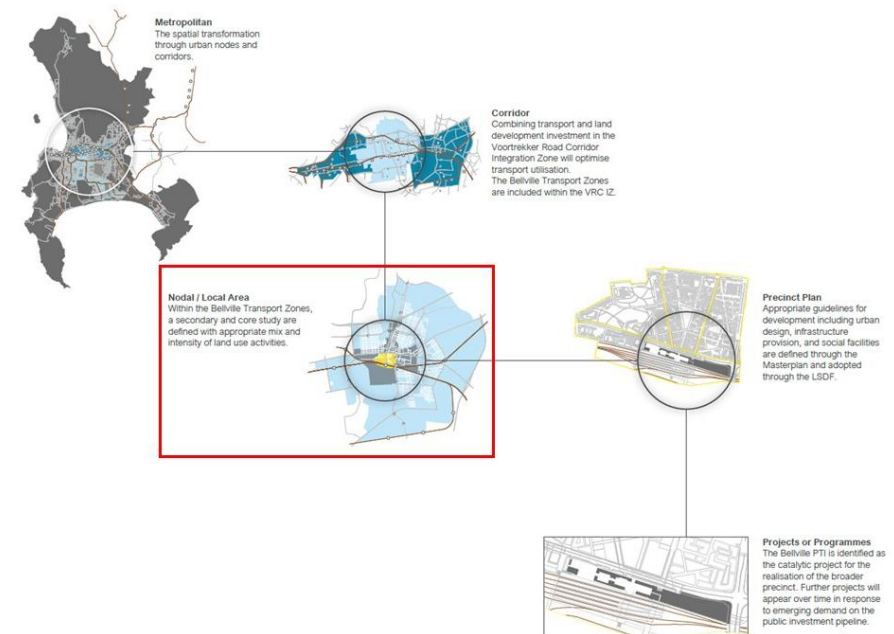


Figure 2: Planning through the scales

² The Tygerberg Integrated District Spatial Development Framework and Environment Management Framework (2022) is discussed further in Section 1.5.3.

At the precinct and sub-precinct scales, the regeneration of the Bellville CBD Precinct can be realised through improved organisation of the internal structuring elements, with the opportunity to use an inter-governmental pipeline to stimulate public-led demand in support of economic recovery and regeneration with the redevelopment of the Bellville Station and the Public Transport Interchange (PTI) being the core project.



Figure 3: Locality

The Bellville CBD is located approximately 20 km east of the Cape Town CBD (refer to Figure 3). The Bellville CBD is located in a pivotal position between the N1 and the N2 which creates an east-west link between Cape Town and the rest of South Africa via the in-land and coastal routes. Bellville also offers the opportunity to improve movement efficiencies between the Metro South East and the Northern Districts, which is key to the City's transformative objectives.



Figure 4: LSDL Study Area, the Precinct

The Bellville CBD Precinct, the focus of this LSDL (refer to Figure 4), is bounded by AJ West Street in the west, the railway line in the south, Robert Sobukwe Road in the east, and Voortrekker Road in the north. In terms of transit, The Bellville CBD Precinct holds a strategic position in the metropolitan area. Voortrekker Road is one of the few continuous east west connectors while Robert Sobukwe Road, via Symphony Way, has the potential to develop into an equally important north south connector. Bellville railway station and the existing public transport interchange (PTI) provide a significant gateway to the broader area.

1.4. Background

The Bellville CBD LSDF emanates from Council's prioritisation of Bellville as a priority catalytic precinct of the Catalytic Land Development Programme (CLDP). As such, the CLDP, a key strategic informant, is unpacked below as are two key reference documents that inform this LSDF.

1.4.1.1. Catalytic Land Development Programme (CLDP), 2019

On 31 July 2019, Council mandated the Urban Catalytic Investment (UCI) Department to plan, coordinate and drive the implementation of the City's Catalytic Land Development Programme (CLDP) across multiple city departments and functions. As set out in the 2017-22 Integrated Development Plan (IDP), the purpose of the CLDP programme is to:-

- a. Unlock economic opportunities in order to enable and stimulate the supply of jobs and homes in spatially targeted TOD precincts;
- b. Achieve spatial transformation (i.e. more efficient/ compact city form); and
- c. Address urban blight in under-performing parts of the City through stimulating Transit Oriented Development (TOD).

Amongst the various projects and interventions identified in the CLDP, Council prioritised the Bellville Catalytic Precinct as a key focus area in the short to medium term. This prompted a concerted effort to investigate and unpack the potential of the Bellville CBD and the actions that are needed in order for the CBD to redevelop into a catalytic precinct for positive change.

A number of detailed investigations aimed at identifying, and unlocking, the potential of the CBD have been conducted under the CLDP. A chronological list of these studies is included in Appendix A. However, two key studies are unpacked further below. Of particular reference, here is the Bellville Future City Masterplan and PTI Reference Design Development (2021) and the Bellville Transportation Masterplan (2019).

1.4.1.2. Bellville Transportation Masterplan Framework, 2019

The Bellville Transportation Masterplan Framework³ is guided by three interdependent pillars that are deemed necessary if the Bellville CBD is to successfully regenerate into an economic node that supports densification, contributes to spatial transformation and creates a spatially efficient and equitable city. The three pillars are:-

- a. Urban renewal and economic regeneration;
- b. Road based public transport transformation; and
- c. Renewal of passenger rail services.

The Framework cautions that failure to address public transport (both rail and road-based public transport) in the wider Bellville area will significantly diminish the ability of the City to successfully restore the Bellville CBD as a significant economic node. Transforming the existing road-based public transport offerings into an integrated public transport system and restoring the rail operations are critical elements that must be accelerated. In addition, the Framework proposes the following:-

- a. That transfer between the various public transport modes within the Bellville node would be further enhanced through the adoption of a vertically integrated arrangement;

³ Refer to Appendix A.

- b. The sizing of the deck platforms would be greatly reduced if on-site parking and holding were removed from the CBD precinct. This would free up valuable land, which could accommodate other uses;
- c. Long distance services should be included in an integrated public transport interchange/hub; and
- d. Land use densities should be increased so as to promote the economic effectiveness of the public transport offerings.

In addition, the Framework identifies road proposals that are needed in order to improve connectivity and overall efficiency. These road proposals are divided into Core Road Proposals (Figure 5) and Extended Network Road Proposals (Figure 6). Core Road Proposals improve the road network operational performance within the Bellville CBD and facilitate a more pedestrian and public transport friendly environment. These proposals include (refer to figure 5):-

- a. Robert Sobukwe Road north-south extension;
- b. Carl Cronje Drive realignment with Durban Road;
- c. Frans Conradie Drive couplet reconfiguration through to Bill Bezuidenhout Avenue;
- d. Maree Street upgrading and extension;
- e. Tienie Meyer Bypass extension either via the northern or southern alignment options;
- f. AJ West / Church / Reed Streets upgrade and extension; and
- g. Willie Hofmeyer Avenue north-south extension linking Bill Bezuidenhout Avenue to Sackson Street.

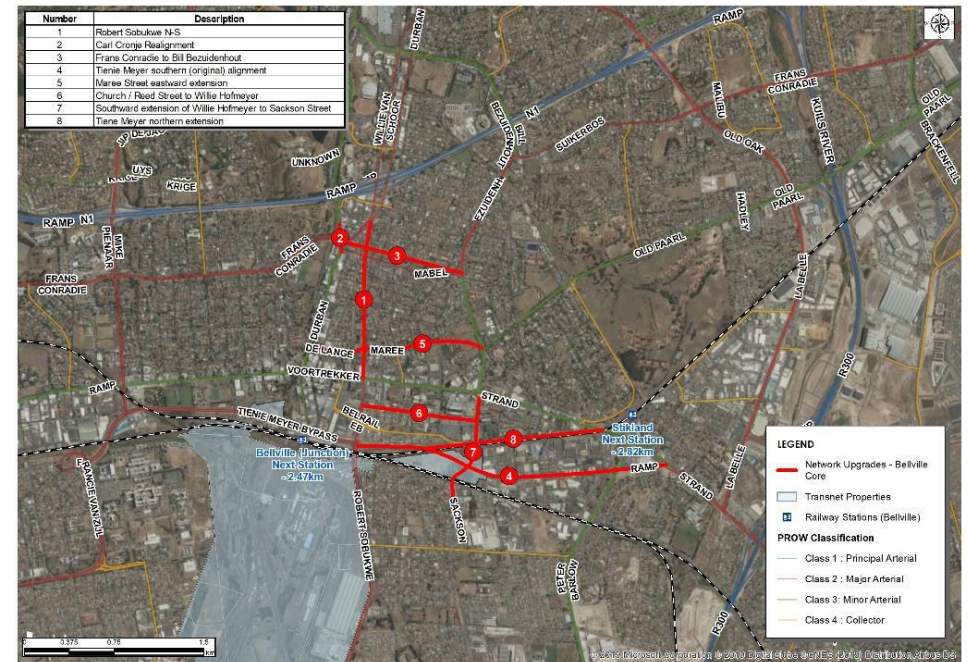


Figure 5: Core Road Proposals

Extended Network Road Proposals are road proposals located outside of the CBD and contribute to a positive redistribution of traffic using roads that bypass the Bellville CBD while addressing a number of identified metropolitan level network issues or short-comings. These include (refer to figure 6):-

- a. Robert Sobukwe Road extension (east-west) linking with La Belle Road;
- b. Francie van Zijl Drive extension to Kasselsvlei Road;
- c. C-D lanes on the N1 to Carl Cronje Drive; and
- d. Northward extension of Peter Barlow Drive across Strand Street to link with De La Rey Avenue to the east of the Stikland site,

extending along a new road on the south-eastern Stikland site boundary to Cilmor Street before linking with Old Paarl Road along with an upgraded Kopies Road on the eastern edge of Stikland site.

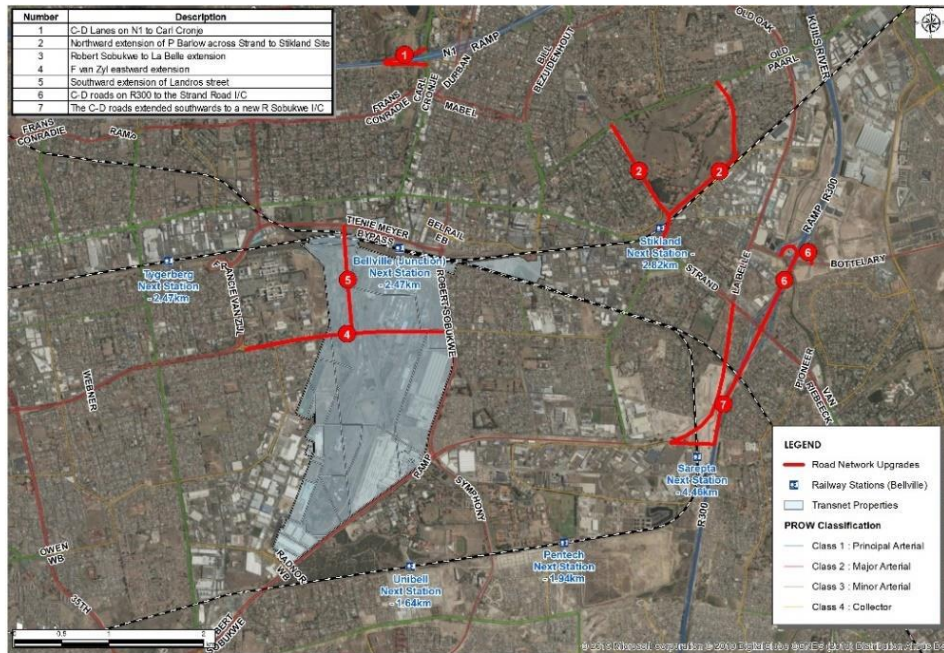


Figure 6: Extended Network Road Proposals

Two additional extended road network proposals were identified for consideration. These include:-

- Linking Robert Sobukwe Road extension (east-west) directly with the R300; and
- The C-D roads between the possible Robert Sobukwe Road interchange on the R300 and that Bottellary Road half-diamond interchange.

The road proposals included in the Bellville Transportation Masterplan Framework are required in order for the developments proposed for the Bellville CBD Precinct to operate efficiently within the wider network.

1.4.1.3. Bellville Future City Masterplan and PTI Reference Design Development, 2021

The Bellville Future City Masterplan and PTI Reference Design Development henceforth referred to as the "Bellville Future City Masterplan" or "Masterplan", puts forward a 30-year vision for the regeneration of the Bellville CBD Precinct. In so doing, the Masterplan anchors Bellville's role as the second metropolitan node of Cape Town.

The Masterplan is the culmination of several studies (refer to Appendix A) that responded to the complex, multi-layered nature of the project. It unpacked the main drivers affecting Bellville and incorporated the ambitions and demands related to multiple goals in the short, medium and long term, while fulfilling its role as a catalytic regeneration project for the Bellville CBD Precinct and the PTI and contributing to development, investment, and ultimately forming part of a sustainable city making process.

The Masterplan summarises and successfully intermeshes the technical aspects of three interlinking components namely:-

- the urban design response at the precinct and sub-precinct levels;
- the planning logic of the surrounding transportation network; and
- The conceptual designs of the future PTI.

The Masterplan divides the Bellville CBD precinct into four sub-precincts each one builds on the unique qualities of the area whilst focusing on improving legibility through enhancing the permeability through the

precinct and into the surrounding area. The sub-precincts are reflected on Figure 7.

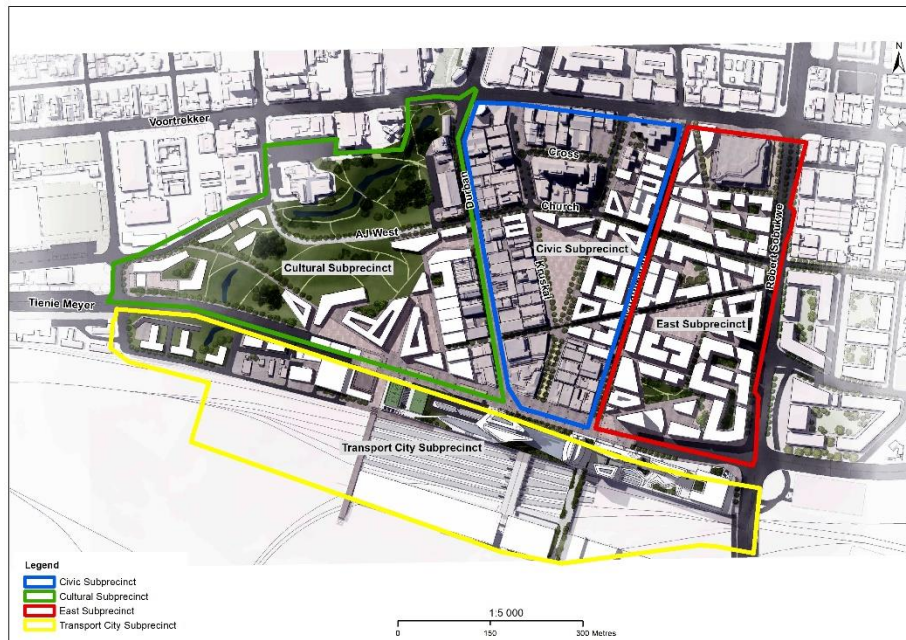


Figure 7: Bellville Future City Masterplan Vision

The Masterplan, forms the basis of the Bellville CBD LSDF, and functions as a reference against which more detailed planning process can be tested. Process and Methodology

1.4.1.4. Bellville CBD Local Spatial Development Framework

The LSDF was drafted internally and draws on the preceding planning investigations, refer to Section 1.4 and Appendix A, including the Bellville Future City Masterplan (2021). The LSDF focused on further developing elements of the preceding work by addressing any identified gaps or

shortcomings (refer to following section) from that work in order to ensure that the LSDF complies with the City's Municipal Planning By-law.

The development of the Bellville CBD LSDF was guided by a Project Management Team (PMT), which comprised of representatives from Departments within the Spatial Planning and Environment (SPE) Directorate. In addition, ongoing engagements have been held with key departments within the City's Urban Mobility Directorate.

Engagements with other City of Cape Town line departments as well as representative from key State Owned Entities (SOEs) and other organisations were held during the LSDF public comment period. It is important to note that engagements with these entities were held during the preparation of the preceding work.

Identifying and Addressing Content Gaps

A gap analysis of the preceding work was undertaken to identify aspects or areas that were not adequately covered and require strengthening namely, the public engagement process and the inclusion of additional information. The gap analysis used the content requirements of a LSDF, as set out in the City's Municipal Planning Bylaw (2015), as a benchmark.

Initial analysis identified a gap in the technical infrastructure components of the Masterplan with a particular focus on unpacking the existing capacity of the bulk infrastructure network. Engagements with line departments noted that the Tygerberg District IDSDF&EMF (2022) provides a comprehensive review of the current bulk infrastructure capacity.

Conducting Public Engagements according to statutory requirements

In preparing the Bellville Future City Masterplan, a PMT was established and included representatives from various City of Cape Town line Departments. In addition to this, a Plenary Group was established which pulled together representatives from key State-Owned Entities and National Departments with a keen interest in the project. Both the PMT and the Plenary Group met regularly, providing stakeholders with the opportunity to contribute and direct the product development.

Whilst various engagements involving a range of key stakeholders were held in developing the preceding work, public participation was not undertaken according to any statutory requirement and the Masterplan is not a Council approved policy. Accordingly, in preparing the Bellville CBD LSDF a focus was placed on strengthening the public engagement process to ensure that the prescribed statutory process was met. The public engagement process included the following:-

- a. A call for members of the public to register as Interested and Affected Parties in the process;
- b. A 60-day public comment period which was advertised in the media;
- c. An in-person public open day, and a virtual public open day session; and
- d. Engagements with several key representatives including Ward Committees, Ratepayers Associations, major landholders, and others.

Incorporating additional information

While the preceding work provides a very strong base, additional studies were commissioned during the drafting of this LSDF. These included a heritage study, a concept design for the extension/realignment of three key structuring road links, further refinement of the

transportation informants needed to enable the realisation of the Bellville CBD as a catalytic precinct amongst others. The outcomes of these studies presented additional information which has been incorporated into relevant sections of this Bellville CBD LSDF.

1.5. Policy and Strategy Context

The LSDF takes direction from, and aligns with, the City of Cape Town's Integrated Development Plan (2022 - 2027), the Municipal Spatial Development Framework (2022), the Tygerberg District Integrated District Spatial Development Framework and Environmental Management Framework (IDSDF&EMF) (2022), as well as other strategies and policies that have direct implications for the development of the Bellville CBD as a catalytic precinct. This section provides a brief overview of the most relevant policies and strategies.

1.5.1.1. Integrated Development Plan (IDP) 2022 - 2027

Cape Town has the potential to be a tangible demonstration of what is possible in South Africa. It can offer proof that South African cities can be places where opportunities steadily improve and poverty is overcome, where each resident can hope, secure in the knowledge that their city government is capable and accountable to deliver on the services they need. A City built on good governance, where the economy can thrive and bring investment and jobs, without being weighed down by public infrastructure failure and corruption.

To turn Cape Town into such a place of hope, the City must provide the foundation necessary and use public resources entrusted to it to co-create a city that is more caring, more inclusive, more prosperous, more united, more respectful, safer and more free.

Figure 8 highlights the IDPs strategic plan that support the vision of creating a City of Hope. The strategic plan includes six priorities, including 3 top tier priorities which rest on three foundations.

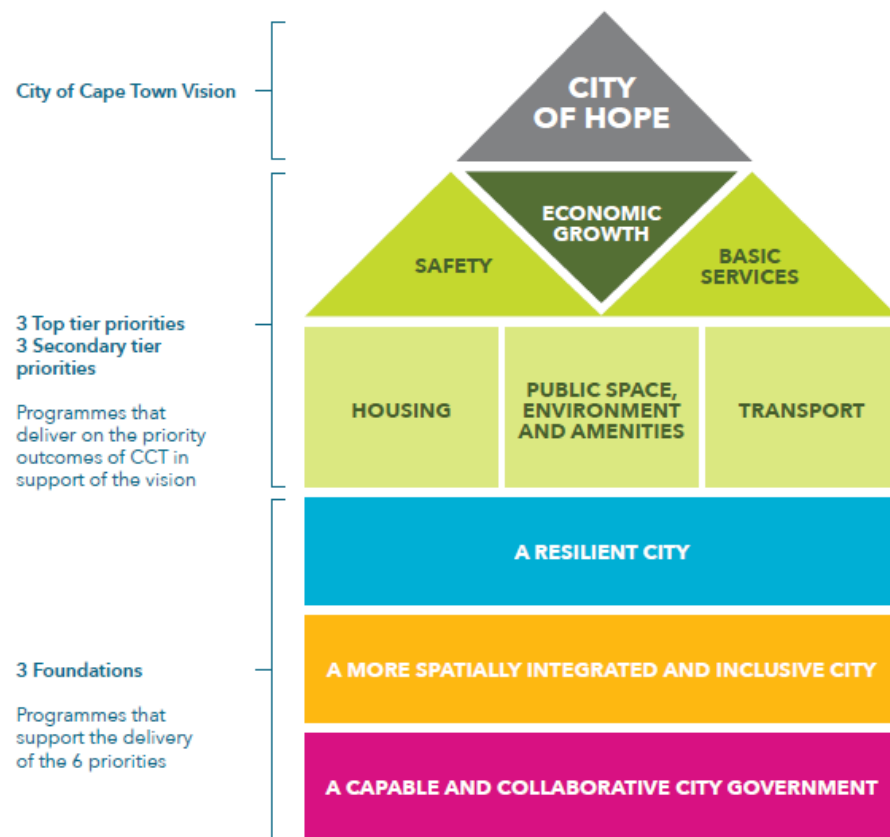


Figure 8: IDP 2022-2027 vision, priorities and foundations

The LSDF speaks to Programme 1.4: Targeted urban development programme which aims accelerate development of key precincts through working with the private sector. Targeted urban development will be undertaken in areas identified in the City's spatial plans based on market performance; location potential; in support of TOD; and a more spatially integrated higher-density and diverse built environment.

Programme 1.4.A.: Local area a precinct development initiative specifically identifies Bellville as a major metropolitan node, which requires spatial targeting. A key priority will be the use of public transport and NMT infrastructure as a catalytic. Municipal Spatial Development Framework (MSDF) 2023

The Municipal Spatial Development Framework (MSDF) is guided by National and Provincial transformation strategies, policies and legislation. The MSDF sets the spatial vision and development priorities required to achieve the City's spatial transformation objectives.

The spatial vision of the City of Cape Town has been formulated to support the City's spatial transformation objectives to better serve all residents and businesses. It recognises the historical and regional context, the legal and policy environment, the guiding principles for development and the opportunities and constraints that the City currently faces. The resulting spatial vision is a city commitment to:-

- Working in partnership with the private and public sectors;
- Addressing spatial injustice, inequality and avoiding the creation of new structural imbalances in the delivery of services or the availability of economic and residential opportunities; and
- Meeting sustainability obligations while responding to social economic, climate and resource shocks and stresses.

The MSDF includes the following three spatial strategies. The strategies provide the spatial direction, which will inform infrastructure investment and maintenance as well as project pipelines. Aligned to the Sustainable Development Goals, the strategies demonstrate a commitment to localise the SDFGs in the City of Cape Town in order to achieve sustainable development and better the lives of the people of Cape Town.

Strategy 1: Plan for employment and improve access to economic opportunities

Cape Town's current and future spatial form and function will support or inhibit the City's immediate and longer-term economic prospects. The extent to which the City realises its spatial development goals is directly linked to its ability to sustain employment, generating economic growth in the medium term and to reduce accessibility costs for the urban poor. The imperative of this spatial strategy is to prioritise economic growth through integrating land use, economic activities and transport planning in a manner that supports the operation of a sustainable public transport network.

As the second metropolitan node of the City, unlocking the Bellville CBD offers significant opportunity to improve movement efficiencies between the metro southeast and the employment rich northern districts, particularly the Voortrekker Road Corridor, which is key to the City's spatial transformation objectives. Furthermore, the regeneration of the CBD into a dense, mixed-use precinct will create a liveable, safe, vibrant and productive environment, with accompanying infrastructure and social facilities and amenities.

Strategy 2: Manage urban growth and create a balance between urban development, food security and environment protection

The city envisions an urban form that has higher densities and a greater mix of land uses, with an inner core that is supported by an efficient public transport system. The strategy places emphasis on land with a particular focus on the optimisation of vacant land and natural resource. This includes the promotion of renewable resources, pursuing biodiversity targets, and introducing clean, innovative technologies that enable the City to achieve carbon neutrality by 2050 whilst advancing social, economic, and environmental objectives.

In support of the City's strategy for managed urban growth, the MSDP has identified four Spatial Transformation Areas (STA's) where development is incentivised. The Bellville CBD is key to achieving the following desired spatial outcomes in the Inner Urban Core (IUC): -

- ❖ Inward focused growth and connectivity;
- ❖ Diversification and intensification to support the objectives and aspirations of the City including the TOD-Strategic Framework; and
- ❖ Leveraging TOD opportunities via integration, density, and mixed-use development around intermodal interchanges.

Strategy 3: Building an inclusive, integrated vibrant, and healthy City

The City is working to create a more diverse, healthy, thriving, and integrated Cape Town. Tackling the unbalanced spatial structure whilst preventing the emergence of new systemic inequalities in service delivery is key to meeting this obligation. Enabling densification and the adoption of an integrated housing delivery approach along with the management of heritage resources, the cultural landscape, scenic routes and destination places are some of the imperatives of this strategy.

The regeneration, densification and intensification of the Bellville CBD contributes to the MSDP's objective to promote a more spatially inclusive, integrated and vibrant Cape Town capable of addressing the persistent economic and social exclusions entrenched by the legacy of apartheid. The reconfiguration of the public transport interchange into a next generation, space-efficient vertically integrated, multi-modal facility will make it easier for commuters to transfer from one mode to another, thus facilitating efficiency in the broader metropolitan network, but will also free up City owned land for other activities such as retail, commercial, education and residential.

The MSDF targets investment and land use management based on four Spatial Transformation Areas (refer to Figure 9) which facilitate inward growth. The four Spatial Transformation Areas (STAs) include the Urban Inner Core (the blue zone); Incremental Growth & Consolidation Areas (the orange zone); Discouraged Growth Areas (the grey zone); and Critical Natural Areas (the green zones).

The Urban Inner Core (UIC) represents the priority development and investment focus for the City at a metropolitan scale where infrastructure upgrades need to be prioritised to promote and support dense, diverse developments aligned with the principles of TOD.

The Bellville Catalytic Precinct falls within the UIC and within an area designated as an existing metropolitan node (refer to Figure 9) which makes it a focus for high intensity, mixed land uses at points of high accessibility, exposure, convenience and urban opportunity in terms of the MSDF land use intensification⁴ guidelines.

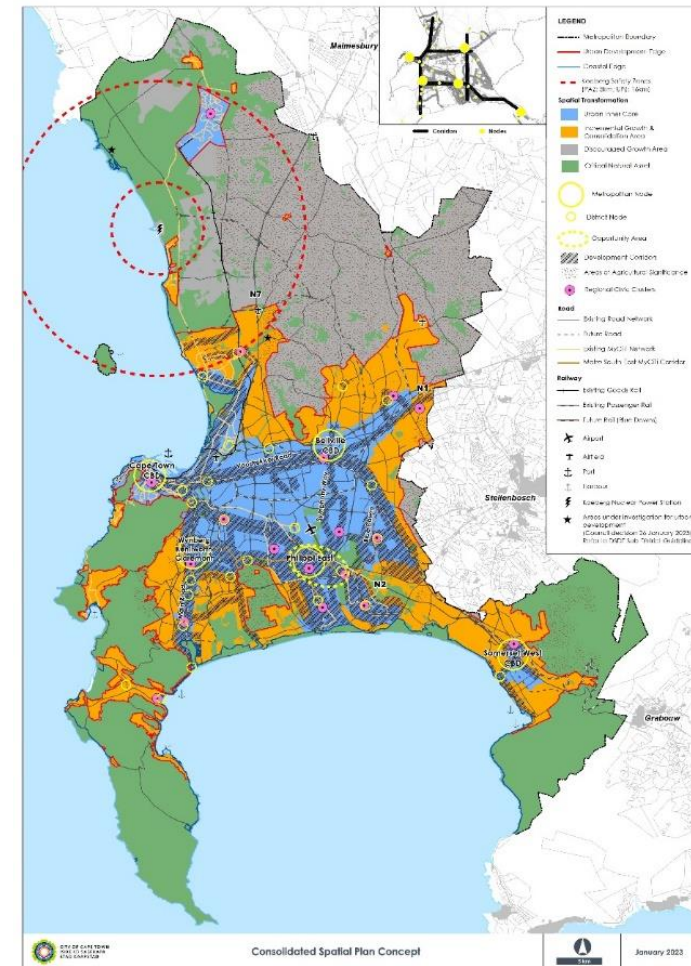


Figure 9: Consolidated Metropolitan Spatial Development Framework, 2023

⁴ Land use intensification refers to achieving a greater spectrum of mixed uses (commercial, industrial and residential) through the increased use of space, both horizontally and vertically, within existing areas or properties and new

developments, accompanied by an increased number of units and/or population thresholds, in accessible, high opportunity locations.

1.5.1.2. Tygerberg District Integrated District Spatial Development Framework and Environmental Management Framework (IDSDF&EMF) 2023

The Bellville CBD Precinct falls within the Tygerberg District and it is important to conceptualise the Bellville CBD within the Tygerberg IDSDF&EMF (henceforth referred to as the District Plan). The spatial vision for the District is defined as:

'A district that is defined by an integrated approach to mixed use development including residential and commercial where targeted densification and intensification is focused in the core area along high accessibility routes and nodes such as Voortrekker Road and the Bellville PTI and in close proximity to industrial related land uses. A transport network that is highly accessible for public and road based modes that increase effective movement within the district and the broader city. The quality of the district is further enhanced by the availability of social services and an open space system, comprising of elements such as river corridors, open spaces of different extent and nature reserves.'

In addition to the district's role within the broader metropolitan context, the District Plan adopts the following five strategic roles. These five strategic roles have informed the LSDF. They include the following:

- Accommodating growth through targeted intensification:** Including along Voortrekker Road and Robert Sobukwe/Durban Road as well as within the urban node of Bellville.
- Conserving threatened habitats:** Including along the Elsieskraal River system.
- Providing a range of housing and job opportunities:** With a focus on the Voortrekker Road Corridor, industrial areas and any opportunities to strengthen the corridor as an area of economic activity intensive residential opportunities. In addition, the area

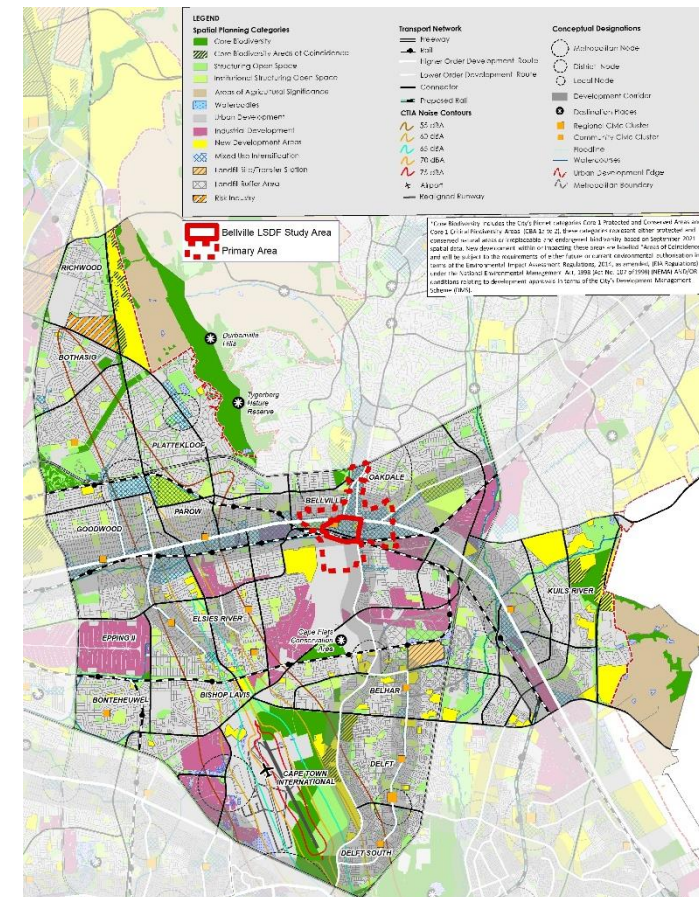


Figure 10: Tygerberg IDSDF&EMF, 2023

surrounding the PTI offers huge opportunity to address higher density residential infill and mixed-use development including commercial intensification.

- Providing a multi-modal transport network:** The re-establishment of the deteriorated rail system is critical in improving accessibility to and from the district by public transport. The Bellville PTI and CBD play a crucial role in this regard.

- e. **Enhancing natural assets and green infrastructure and adapting to and mitigating climate change:** By enhancing and conserving well-functioning conservation areas and public green space in a well-planned manner.

Taking direction from Spatial Transformation Areas identified in the MSDP (2022), the District Plan refines the spatial targeting agenda through the designation of Development Focus Areas (DFAs), Urban Support Focus Areas (USFAs) and Environmental Focus Areas (EFAs). Development Focus Areas (DFAs) are areas which have the highest level of accessibility and the highest transformative impact but require dedicated planning and capital interventions in order to facilitate development.

The Broader Bellville CBD Precinct is identified as one of six Development Focus Areas in the Tygerberg District. The District Plan also identifies New Development Areas (NDAs) area areas for future urban development and include undeveloped or partially developed land targeted for new infill development.

In addition, the District Plan identifies a number of development mechanisms, which support implementation. These mechanisms fall into four categories, namely development incentives, income generators, institutional, and public sector investment, and have be factored into the Implementation Plan (Chapter 4) of the LSDF.

The Bellville CBD falls within Sub-District 3, which also includes the Voortrekker Road Development Corridor (refer to figure 11). The following points are relevant to the Bellville LSDF:

- a. The Bellville CBD is identified as an area for high-intensity development with mixed land use intensification, including higher-density residential development that supports the PTI, tertiary education, medical facilities and other uses.

- b. Promote the development of the open space system linking Jack Muller Park and Elizabeth Park through provision of appropriate recreational activities.
- c. Voortrekker and Durban Roads are identified as high order Development Routes. Development Routes form the spines of the development corridor. High development intensification and densification is encouraged along these routes as a way of supporting high-frequency, high volume public transport.
- d. Symphony Way is identified as a lower order Development Route. A route with high frequency of public transport.
- e. Robert Sobukwe is identified as a Connector Route, a route that primarily performs a mobility function.
- f. Erf 26364 is identified as a NDA and a possible area for high density, mixed-use development.

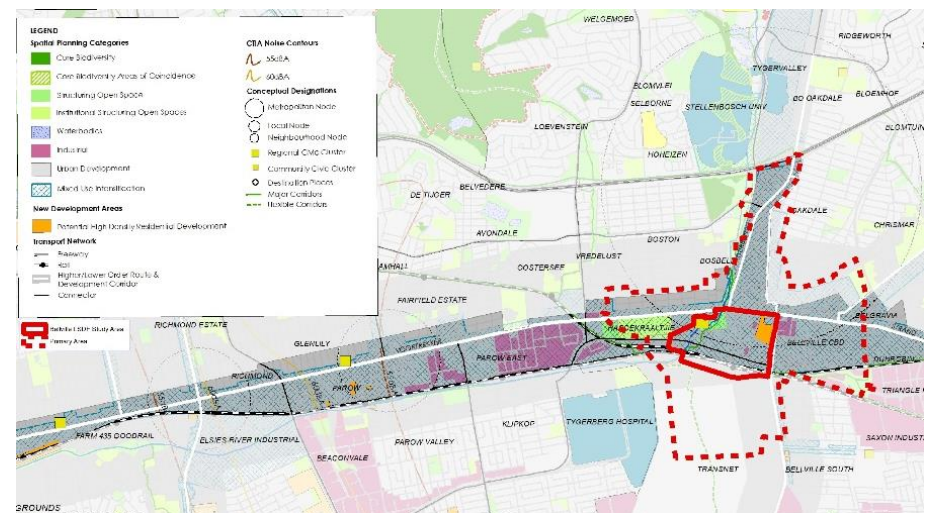


Figure 11: Tygerberg IDSD&EMF 2023, Sub-District 3

1.5.1.3. Comprehensive Integrated Transport Plan 2018-2023, & Integrated Public Transport Network 2032 Implementation Plan, 2017

Both the Comprehensive Integrated Transport Plan (CITP) and the Integrated Public Transport Network Plans are being reviewed.

An Integrated Public Transport Network (IPTN) is defined as a system in a particular area that integrates public transport services between modes, with through-ticketing and other appropriate mechanisms to provide users of the system with optimal solutions to travel between origins and destinations in a seamless manner. The IPTN encompasses all modes of public transport including rail and road-based technologies, as well as proposals for improving non-motorised transport (bicycle and pedestrian) access and park and ride facilities at modal interchange locations.

The following planned routes of the Integrated Rapid Transit Network (IRT) will have an impact on the study area (refer to figure 12). These include:-

- a. T13 which links Mitchell's Plain CBD and Durbanville via the Bellville PTI. The route extends along Symphony Way and Robert Sobukwe Road in a north-south direction providing improved connectivity between the Metro South East and the Northern Areas of the Metropole;
- b. T14 links Westlake with the Bellville PTI. The route travels through Retreat, Hanover Park, Epping and Parow; and
- c. T19 which links Wallacedene with Century City via the Bellville PTI.

The T13 route forms part of the IRT Phase 2 rollout while T14 and T19 forms part of the IRT Phase 3 rollout. All three routes are prioritised for implementation in the IPTN Implementation Plan.

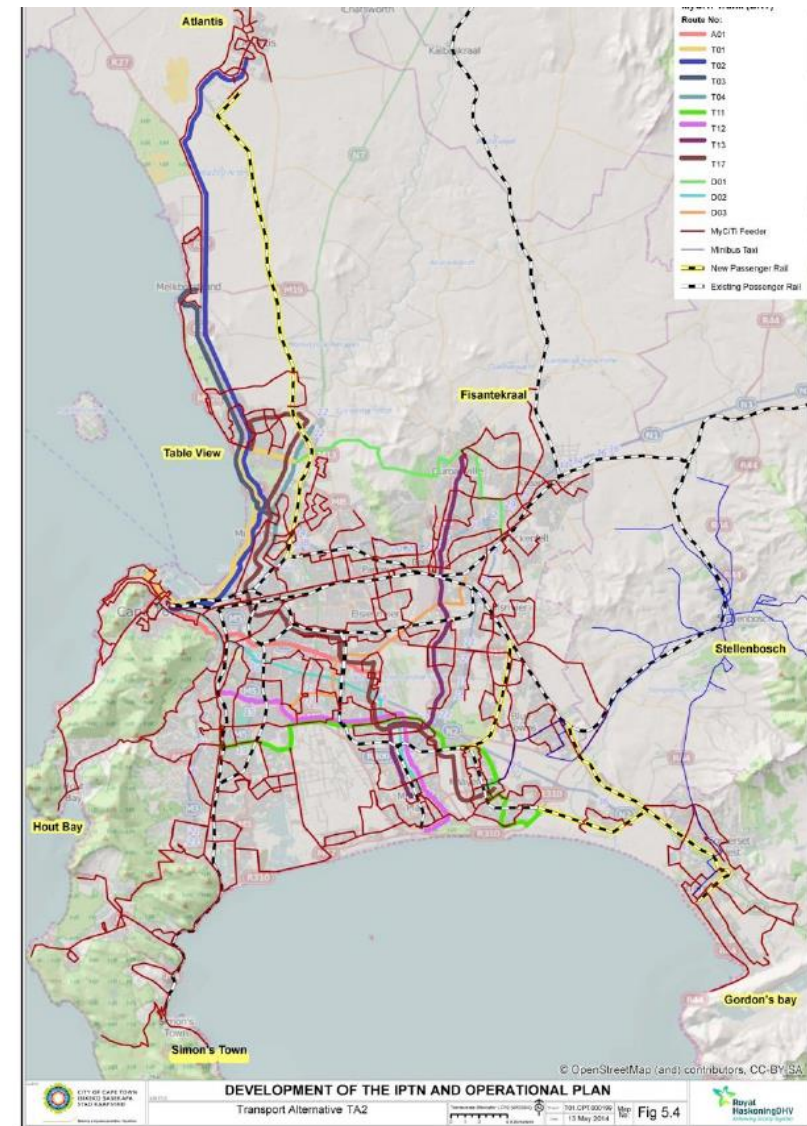


Figure 12: Integrated Public Transport Network Plan, 2017

1.5.1.4. Transit Orientated Development Strategic Framework, 2016

As outlined in Section 1.4.1, the concept of TOD is integral to the Catalytic Land Development Programme (CLDP). The vision for TOD in Cape Town is to:

“Progressively move toward a compact, well connected, efficient, resilient urban form and movement system that is conducive to economic and social efficiency and equality whilst providing cost effective access and mobility, within the least possible negative impact on the environment” (CCT TOD Strategic Framework).

The principles informing the implementation of TOD within the City included below:

- a. **Affordability** - reduce the cost of public transport to commuters and the cost of providing public transport to the City;
- b. **Accessibility** - facilitate equal access to social and economic activity through strategic urban development and the provision of safe public transport;
- c. **Efficiency** - provide an environment and level of service that reduces trip lengths and dependence on private vehicles; and
- d. **Intensification & Densification** - manage the desired form, composition and location of urban development conducive to affordable, accessible and efficient public transport.

The Bellville CBD Catalytic Precinct includes the Bellville railway station and the existing Bellville Public Transport Interchange (PTI) offering access to a host of destinations within the City and further afield. As such, the Bellville CBD represents a major opportunity for transit oriented development through more focused intensive mixed-use development.

1.5.1.5. Densification Policy, 2012

Urban sprawl has created long travel distances with fragmented and isolated urban activity patterns, which make it challenging to develop a viable public transport system. This has a negative impact on the mobility of poorer people who are dependent on public transport (in terms of both travel time and travel costs), and is unsustainable in an oil-constrained world. The Densification Strategy provides the framework for promoting densification and guides decision making with regard to the appropriate location, form, scale and height of densification.

The goal of the Strategy is to improve the City’s sustainability and to enhance the quality of the built environment by ensuring optimal and efficient use of infrastructure, services, facilities and land. It also aims to protect, manage and enhance the natural and built environment and support the development of a viable public transport system and to improve levels of access. The idea is to create a denser city that operates well for everyone and offers more choices for different income groups.

Generally, the Strategy aims to increase the average density of the City as a whole, and to identify those locations that are more suited to higher-density development. Densification does not only target residential areas but consists of the densification of development and activity routes. These areas are suitable for higher-density development (up to 15-storey buildings). Major economic opportunity zones which are near to public transport routes as well as social facilities and public open spaces can also be densified.

The Densification Strategy informed the LSDF proposals and resultant projects. The central aim being to increase densities overall thus increasing local thresholds, which will stimulate further economic activity and support the provision of a more financially sustainable public transport system.

1.5.1.6. Human Settlements Strategy, 2021

The Human Settlements Strategy attempts to address the weakness of the current housing system, enable integrated communities, and support sustainable city development. The Strategy supports density and land-use intensity within the urban environment. It is intended to work in conjunction with the principles of the MSDF, the TOD Strategic Framework, and the District Spatial Development Frameworks.

Central to the Human Settlements Strategy is to respond to 'affordability and informality' by unpacking how the City will influence its roles and functions to enable and incentivise the formal property market to develop affordable housing that is 'safe, diverse and well located'. The City of Cape Town has three important roles within human settlement development namely to act as an 'enabler, a provider, and a regulator'. As an enabler, the City will encourage agency amongst residents, civil society partners, and communities to enable co-created urban solutions and to facilitate sustainable urban environments and urban design to inform urban development. By assuming the role of a provider, it will use accessible resources effectively and efficiently to deliver as many quality, subsidised housing opportunities in well-located areas.

Bellville CBD offers a unique opportunity to promote the provision of a range of housing opportunities in a highly accessible location. Promoting local living through the provision of diverse accommodation offerings is an underlying theme of the LSDF. As such, the LSDF incorporates these principles in the proposals and resultant projects.

1.5.1.7. Integrated Economic Growth Strategy, 2021

The Integrated Economic Growth Strategy is a road map to enabling a more inclusive Cape Town economy. Its principle objective is to grow the economy and create jobs. It presents the City of Cape Town's reaction to the most fundamental challenges facing Cape Town in the years ahead namely unemployment and poverty. This situation is unlikely to change if the organisation follows the 'business as usual' approach. The Strategy calls for the creation of a more business-friendly environment in Cape Town and an administration that is proactive in enabling, stimulating and facilitating economic growth.

Due to the locational advantages of the Bellville CBD it remains a major economic node of the City. The economic activities and opportunities can be enhanced further by placing a focus on inclusive employment and progressively improving trading and economic activities. These are key themes in the Bellville CBD LSDF and as such, the Integrated Economic Growth Strategy has been incorporated into the proposals and projects contained in the Implementation Plan (Chapter 4).

1.5.1.8. Urban Design Policy, 2013

Urban design is crucial in realising good urban form and place making. The City's Urban Design Policy, which is currently under review, provides directives on how development and redevelopment can contribute to a safer, more economically prosperous, socially inclusive and environmentally sustainable city, while improving its visual and functional performance for all those who live in and visit the city.

The following key principles extracted from the policy, have informed the approach to regenerate the Bellville CBD Catalytic Precinct and have been included in the LSDF proposals and resultant projects:

- a. Contribute to the development of an integrated and legible urban structure by creating an extroverted and pedestrian friendly development;
- b. Contribute to improved quality of the public realm and public spaces by investing in and upgrading surrounding sidewalks public spaces;
- c. Support the creation of safe and secure communities with the use of active ground floors, positive and visually permeable building facades and the inclusion of pedestrian friendly lighting;
- d. Locate opportunities and amenities in accessible locations to support easy access for people;
- e. Promote intensification, diversity and adaptability of development by utilizing the full development bulk on the site and design for and include a range of land uses within the development that can be changed overtime in response to changing need;

- f. Support enclosure and positive interface onto the public realm, by limiting the use of solid ground floor facades and concentrating vehicle access points to limit intrusion into pedestrian zones;
- g. Respond to informality by positively responding to and supporting surrounding markets and informal trading;
- h. Support sustainable design by promoting NMT/ public transport as the dominant form of access to the future development; and
- i. Respect and enhance the heritage, character and unique identify of the City and its neighbourhoods.

1.5.1.9. Resilience Strategy, 2019

In August 2019, Cape Town became the third city in Africa to approve a Resilience Strategy. The Strategy was developed in the aftermath of the worst drought Cape Town has faced in recent history. The Strategy is a roadmap for a 21st century metropolis which aims to strengthen the City against sudden potential shocks in future, from storms and heat waves to cyber-attacks, global financial crises and other unforeseen challenges. The Strategy will guide Cape Town, inclusive of its households, communities and institutions, to build collective responses to current and future social, environmental and economic challenges.

Resilience is one of the guiding principles of the IDP and the Strategy is fully aligned with the targets of the Sustainable Development Goals (SDGs) whilst not overlooking Cape Town's commitment to achieving carbon neutrality by 2050 in line with the Paris Climate Agreement, which aims to limit the increase in global average temperature to 1.5 degree Celsius above pre-industrial levels.

The regeneration of the Bellville CBD provides the City with a unique opportunity to guide the incorporation of resilient practices into the redevelopment of Bellville in an incremental manner. The LSDF has incorporated the Resilience Strategy into the proposals and resultant projects contained in the Implementation Plan (Chapter 4).

1.5.1.10. Community Services and Health Infrastructure Plan, 2019

Prepared by the City's Department of Community Services and Health, the CSHIP puts forward the Department's approach to community facility planning. The CSHIP guides investment in social facilities within the City by indicating priority areas for investment.

The CSHIP is underpinned by the following principles:-

- a. Integrated precinct planning and development;
- b. Upgrading/ expanding existing facilities;
- c. Co-locating and clustering;
- d. Adoption of departmental strategies and programmes; and
- e. Provision of Community Services and Health within Informal Settlements.

The CSHIP identifies Bellville as one of 24 precincts and priority areas of investment. Bellville is an optimisation precinct meaning the focus is to expand and upgrade existing facilities with insufficient capacity and rationalising facilities with sufficient coverage.

1.5.1.11. Voortrekker Road Corridor Integration Zone Draft Strategy (VRC IZ), 2018

The primary spatial restructuring objective of this strategy is to link the Bellville CBD with the Metro South-East Corridor and the Cape Town CBD. The VRC IZ identifies Bellville as a metropolitan node and recognises the regional facilities, including the University of the Western Cape, Cape Peninsula University of Technology and Tygerberg Hospital, that are located in close proximity to the Bellville CBD (refer to figure 13).

The strategy aims to:-

- Optimise land-use in support of transit investment;
- Intensify development; and
- Balance transit demands (key to an efficient and sustainable public transport network).

The most prominent of these opportunities, from a public transport perspective, is the Bellville PTI, which will provide the City with an opportunity to reconsider its considerable land holdings in the area and to leverage opportunities of integrated, mixed land use within the context of this inter-modal facility.

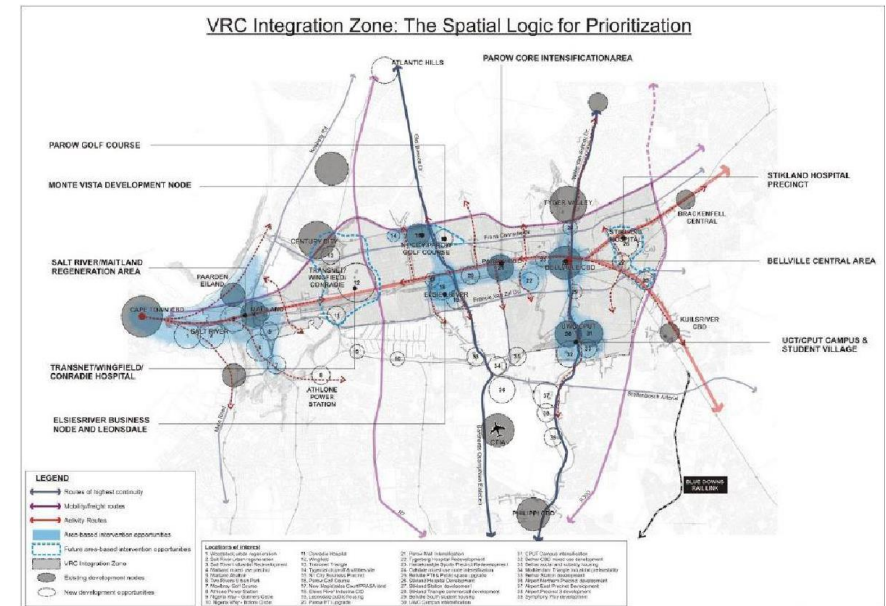


Figure 13: Voortrekker Road Corridor Integration Zone

1.5.1.12. Other Informant Studies

In addition to those discussed above, a number of additional strategies, studies and policies were considered in the development of this LSDF. A brief summary of these strategies are included below.

1.5.1.13. Catalytic Land Development Programme, 2019

Refer to Section 1.4.1.1.

1.5.1.14. Bellville Transportation Masterplan Framework, 2019

Refer to Section 1.4.1.2.

1.5.1.15. Bellville Future City Masterplan and PTI Reference Design Development, 2021

Refer to Section 1.4.1.3.

1.5.1.16. Bellville Integrated Transport and Land Use Plan (BITLUP), 2016

The BITLUP aimed to provide an integrated transport and land use plan for the future development of the Bellville Central area. The issues, challenges and opportunities identified in the status quo report were fed into the Bellville Integrated Transport Plan. The following six objectives of the IPTN were adopted for the BITLUP in order to evaluate land use scenarios based on the transport implications of those scenarios:-

- a. Increase number of trips to and from TOD precincts;
- b. Shorten trip lengths;
- c. Balance trip productions and attractions in zones;
- d. Balance trip productions and attractions in macro zones;
- e. Balance bi-directional flow; and

- f. Increase potential for trips via public transport.

These objectives and how they can be applied in the Bellville area were expanded on in order to achieve TOD.

The problems are summarised and recommendations are made in order to achieve TOD. Three spatial strategies are identified:-

- a. **Connect.** Improve linkages and accessibility to and from Bellville;
- b. **Intensify and diversify.** Optimise on the accessibility of Bellville and to support the development of increased choice and diversity; and
- c. **Activate.** Making a safe, vibrant and active public environment.

The BITLUP goes on to formulate an integrated transport land use plan for Bellville. The proposed BITLUP covers bulk services and infrastructure requirements; access, movement and network hierarchy; development response; and public environment response, and was a key source document upon which subsequent development planning was based.

1.5.1.17. Urban Accelerator Report, 2017

An Urban Accelerator workshop was held in 2017 with the aim of unpacking the highly dynamic and complex environment of Bellville through both a top down and a bottom up approach. The main objectives were to identify practical TOD development opportunities; develop and weigh scenarios in a rapid manner; build a Development Agenda with transdisciplinary effect; and define and reimagine Bellville.

The workshop identified eight focus areas capable of catalysing the development of Bellville:-

- a. Develop a vertically integrated Public Transport Interchange;
- b. Precinct Management: safety is an essential first step;

- c. Balance Mobility network services;
- d. Start Re-programming where possible;
- e. Use education and student life as change engines;
- f. Partner with stakeholders;
- g. Develop a plan, agree on it, stick to it and implement it; and
- h. Collaborate.

The workshop established an understanding of the key elements that could contribute to accelerating the redevelopment of Bellville. These included the development of a new PTI, strengthening the Elsieskraal River Corridor, facilitating the development of an NMT network (including linking the River Corridor, the station and Tygerberg Hospital area via a NMT bridge over the railway lines), and the redevelopment scheme of the City's land holdings of the current PTI and others.

1.5.1.18. Summary Guidelines and Standards for the Planning of CCT Social Facilities and Recreational Spaces, 4th Revision, 2020

Prepared by the City's Department of Community Services and Health in partnership with the CSIR, the document covers:-

- a. The development of the guidelines and standards over time and how they should be viewed based on the context;
- b. Provides information of the hierarchy of nodes developed and the process followed by Cape Town;

5 Standards are provided mainly in terms of demand thresholds and accessibility targets with respect to distance for a range of social facilities and services.

- c. Indicates how the standards⁵ should be applied and sufficiently calculated; and
- d. Presents a summarised standards schedule and guidelines for the provision of social facilities and recreational spaces for the City of Cape Town.

The document developed a hierarchy of social facility nodes and related catchment areas of increasing service reach and facility prominence (refer to figures 14 & 15). As such, the document is to be used as a social facility distribution framework with each node level having an appropriate range of social facilities.

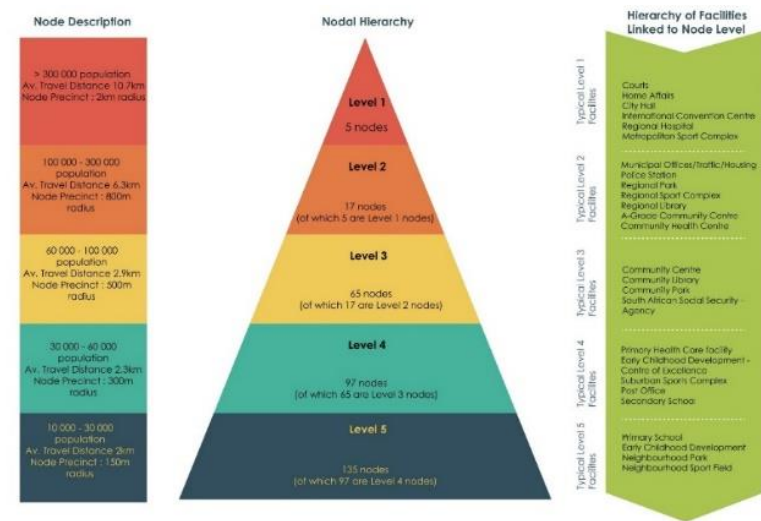


Figure 14: Social Facilities Nodes' Description & Typical Linked Facilities

The document acknowledges the need for higher densities and higher demands for land in TOD nodes and corridors. As such, the land requirements for social facilities will probably need to be lowered and innovative design for multi-storey facilities will be essential. Bellville is classified as a Node Level 1.

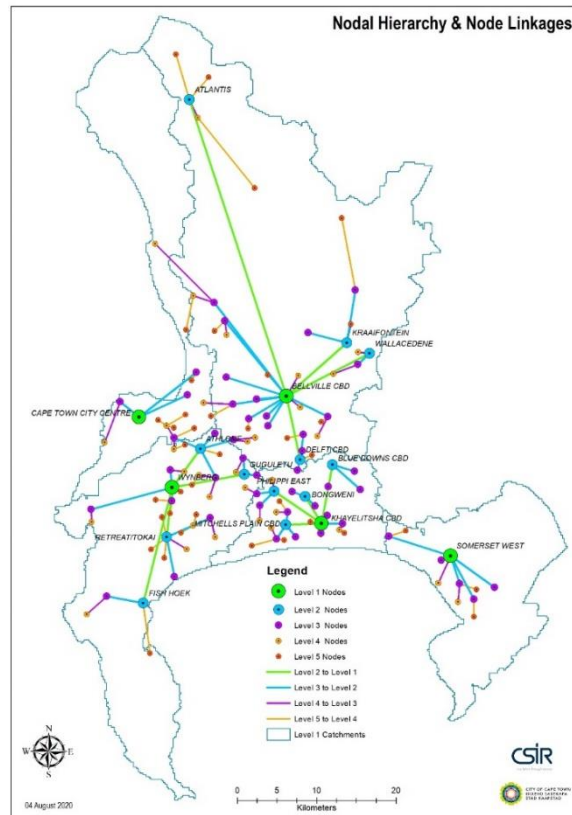


Figure 15: Social Facility Node Hierarchy Showing Linkages between Level 1 & Other Node Levels

1.5.1.19. Bellville Integrated Recreational Framework, Precinct Plan Report, 2020

The Bellville Integrated Recreational Framework aims to address the fragmented nature of public spaces within Bellville through the realisation of a connected, high functioning open space network along the Elsieskraal River Corridor stretching from Jack Muller Park in the north to Hardekraaltjie in the east (refer to figure 16). At present, the continuity of the green corridor is disjointed and there are no continuous movement routes or pedestrian access routes linking the recreational spaces.

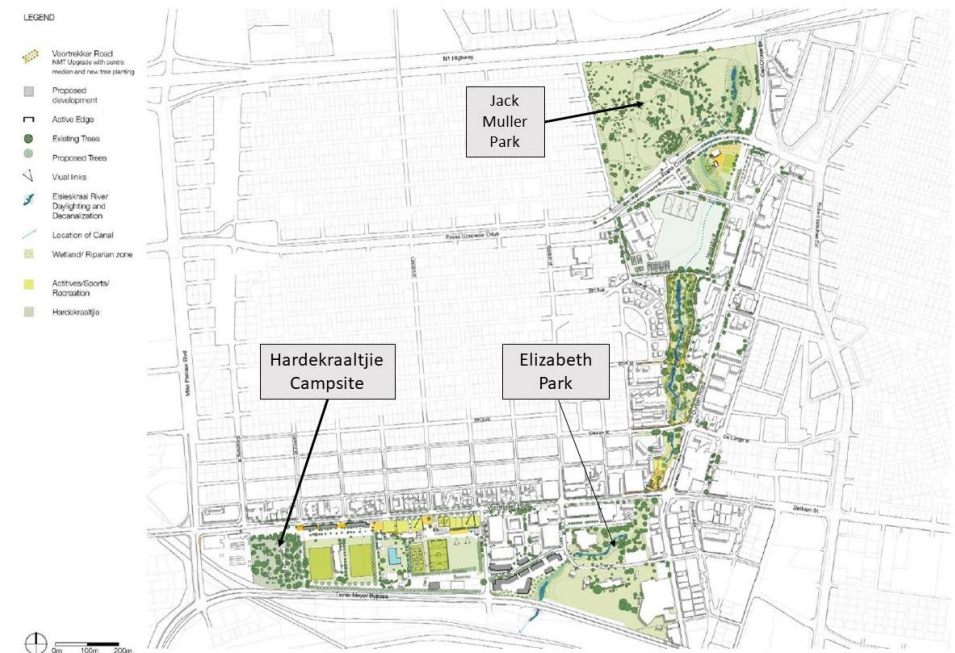


Figure 16: Bellville Integrated Recreational Framework

The Precinct Plan envisages a linked system of active spaces that will provide recreational opportunities through a series of key upgrade, revitalisation and rehabilitation projects. These include:-

- a. Linking fragmented public open spaces and creating areas for passive and active recreation along the Elsieskraal River Corridor;
- b. Recognise development opportunities on underutilised land parcels. Improve pedestrian linkages, environment and access throughout. Reinforce Voortrekker Road as a Vibrant Activity Street;
- c. Clustering sports and community facilities into the Bellville Sports Precinct; and
- d. Redeveloping the Hardekraaltjie campsite and better connect this development into the Bellville Sports Precinct.

1.5.1.20. Liveable Urban Waterways Implementation Framework, 2021

In addition to the catchments external to the City, 21 river catchments consisting of rivers, streams engineered canals and channels, and hundreds of seasonal wetland and vleis form an important part of the City's stormwater system. Yet, our waterways are generally not suitable for recreation, in places they are unsightly, regarded as unsafe and undesirable public spaces.

The Framework aims to alter the manner in which citizens perceive and interact with the City's water bodies as these water bodies can significantly contribute towards city place-making, amenity, ecosystem service provision and urban recreation while also building property value, improving neighbourhood attractiveness and contributing towards liveability, community health and wellbeing.

In Bellville, the Elsieskraal River Corridor is one of Cape Town's prominent rivers and therefore an important structuring informant to the LSDF.

1.5.1.21. Bellville CBD Opportunity Area Heritage Study, 2021

The Bellville CBD Opportunity Area Heritage Study, henceforth referred to as the Heritage Study, was prepared to identify and record heritage, cultural and other place-making informants of Bellville. The intention was to pull these informants into future planning work to ensure that public investments are sensitive to and, if possible, celebrate these aspects.

The Heritage Study recorded the history of the place, unpacked how the area developed overtime and identified areas of spatial interest or cultural importance along with protected structures, unique landscapes and places. It proposed five heritage-based interventions. These interventions are listed below and should be read in conjunction with Figure 17.

- a. Memorialising the importance of the Elsieskraal River, and the surrounding grazing opportunities, to transhumance herders and later those moving between Cape Town and the hinterland:-
 - I. Develop an indigenous garden along the Elsieskraal River to the north of Voortrekker Road in what is referred to as Old Mutual Park.
 - II. Insert wagon and animal tracks in the paving from the Old Mutual Park, across Voortrekker Road to surround the 12 Mile Post and Oil Lamp at the entrance to Elizabeth Park.
- b. Creating a raised pedestrian bridge and viewing platform over Frans Conradie Drive that provides the opportunity to imagine the types of industries that were so important to the history and development of the area. Possible industries include the quarries and the historic railway line.

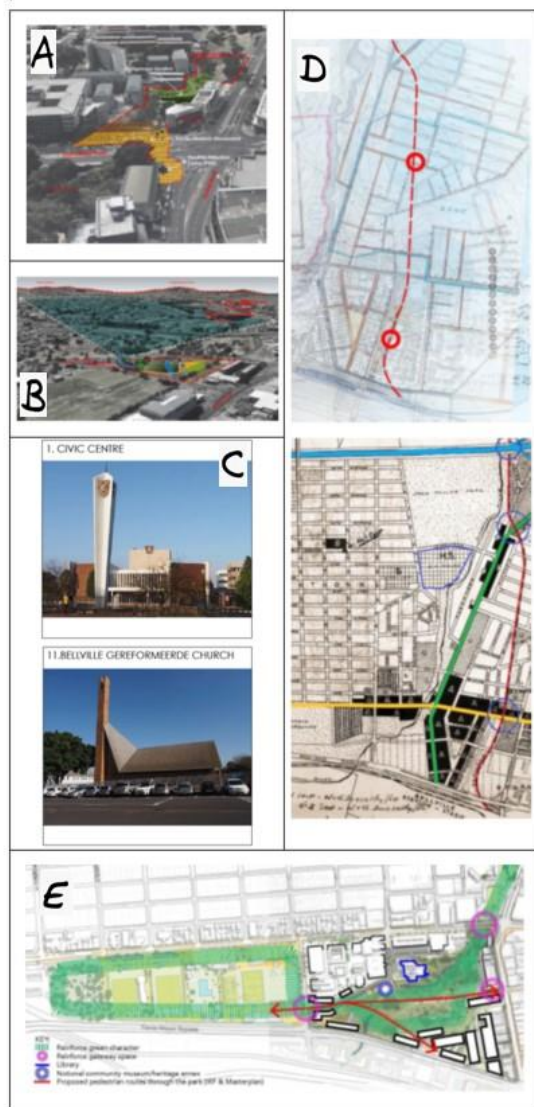


Figure 17: Heritage interventions proposed in the Heritage Study

- c. Mapping civic and religious modernist buildings and create a brochure of sites that can filter into a heritage tour.
- d. Investigating the possibility of resurfacing the old railway tracks in two locations and using these as an urban design feature (similar to the Prestwich Memorial in Cape Town CBD and the Silo District in the V&A Waterfront).
- e. Celebrating the cultural heritage of Elizabeth Park through:-
 - I. Creating gateways into Elizabeth Park. Three gateways have been identified namely the Voortrekker Rod gateway, the Hardekraaltjie gateway and the AJ West/ Church Street gateway.
 - II. Investigating the possibility of developing a cultural museum near the library, which will commemorate the diversity of the people that have, and continue to, shape the culture of Bellville.

1.5.1.22. Green Infrastructure Programme Green Infrastructure Network: An Overview, 2022

The City's Green Infrastructure Programme (GIP) aims to protect and enhance existing natural environmental assets and promote the creation of new assets so as to underpin the sustainability of Cape Town and improve its resilience to the effects of climate change.

A component of the GIP is the identification and mapping of the Green Infrastructure Network (GINet) which is an interconnected network of existing natural assets and man-made green spaces. Each space within the GINet is displayed in a shade of green reflecting the relative GI value of each space (refer to Figure 18). It is important to note that lower ratings don't imply that a space is not important.

The GINet also identifies potential corridors, which can be grouped into two broad categories namely:-

- a. Major Green Corridors, which are existing corridors associated with conserved areas and/or features (e.g. watercourses, road reserves, utility servitudes, tree-lined streets); and
- b. Flexible Green Corridors, which are corridors that need to be retained or created but that the actual alignment of the corridor needs to be defined.

The Elsieskraal River Corridor is indicated as both a Major Green Corridor and a Flexible Green Corridor (refer to figure 18).

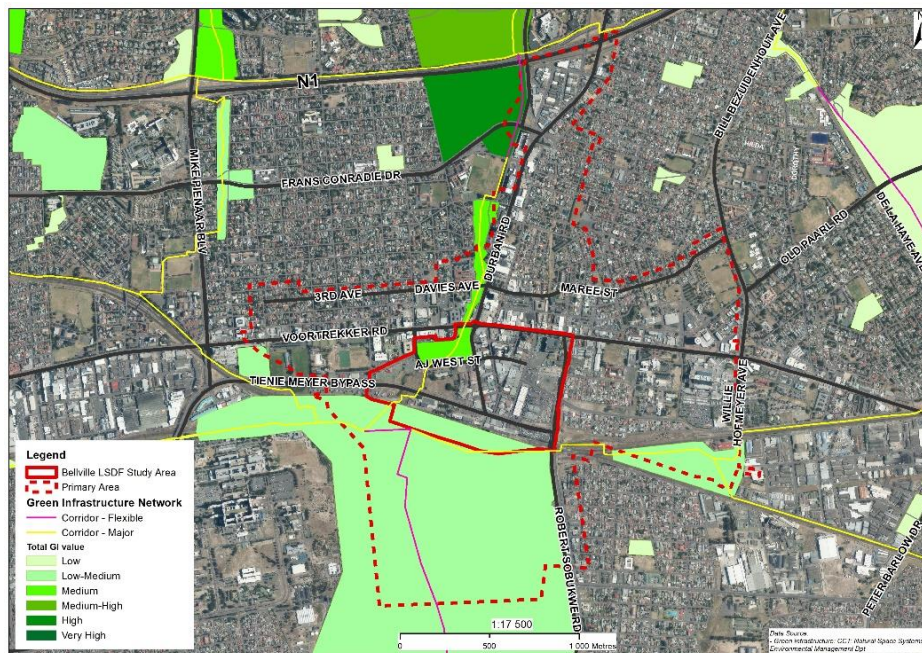


Figure 18: Proposed Green Infrastructure Network

2. STATUS QUO ANALYSIS



This collation includes an analysis of the environmental context, the demographic profile, the built environment and economic context of the CBD and immediate surrounds. The section concludes with a summary of the opportunities and constraints, which informed the LSDF proposals, contained in the subsequent chapters (Chapter 3 and Chapter 4).



As indicated in the Bellville Opportunity Area Heritage Study, 2021 (described above), Bellville is one of the oldest areas in the northern suburbs of Cape Town. Figure 20 depicts the urban development of Bellville overtime.

The area later evolved into a railway station that connected Cape Town to Stellenbosch and the Strand. The area was centrally located between these regions and was a key transit area for travellers.

Bellville experienced significant economic growth during the 1960s and the surrounding area benefited greatly from this growth. Bellville manifested itself as an attractive neighbourhood and attracted several large-scale industries including investment institutions. The area, together with Durbanville and Parow, grew to such an extent that it formed one continuous urban form during this period. The conurbation of these towns was the beginning of the formation of a second node of Cape Town's metropolitan area.

The emergence of the motor car, coupled with increasing income levels lead to a shift in the urban landscape of South Africa and in turn, Bellville. Urban planning and neighbourhood design became more car centric in design and the patterns of growth in the 1980s and 1990s saw

the emergence of shopping malls, warehouse stores, and office park developments. This trend pulled retail and commercial activities away from CBDs such as Bellville towards lower density type developments located on greenfield sites. Bellville CBD, which was once the home of major banking and insurance institutions, declined as a business node as activities moved towards the northern fringes of the town towards areas such as the Tygervalley Shopping Mall and surrounds.

As the Tyger Valley node grew, an increasing number of people accessed this node via the PTI located within the Bellville CBD. The Bellville CBD has seen an increase in immigrant communities. This has resulted in a change in the character of the node and added a new and interesting layer to the ongoing evolution of Bellville.

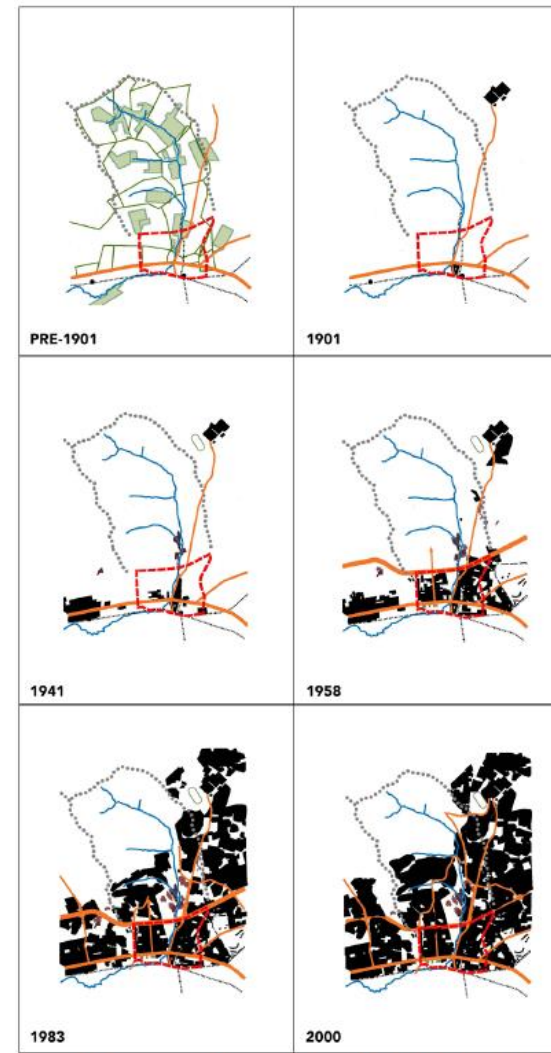


Figure 20: Urban Morphology

2.2. Environmental Context

2.2.1.1. Hydrology and Biodiversity Network

There are no biodiversity worthy fragments or natural vegetation found in the study area. The site does, however, contain elements which fall within the City's aquatic biodiversity network namely the Elsieskraal River system.

The Elsieskraal River is part of the Salt River Catchment which discharges into the sea just north of the Cape Town CBD. The Elsieskraal River runs across the western portion of the study area. Approximately 65% of the Elsieskraal River is canalised and the health of the River is classified as fair to poor by the River Health Programme. Some wetlands and retention ponds are located to the south-west of the study area (refer to figure 21).

The Elsieskraal River extends beyond the study area creating an opportunity to link with the surrounding area forming an important recreational and ecological network.

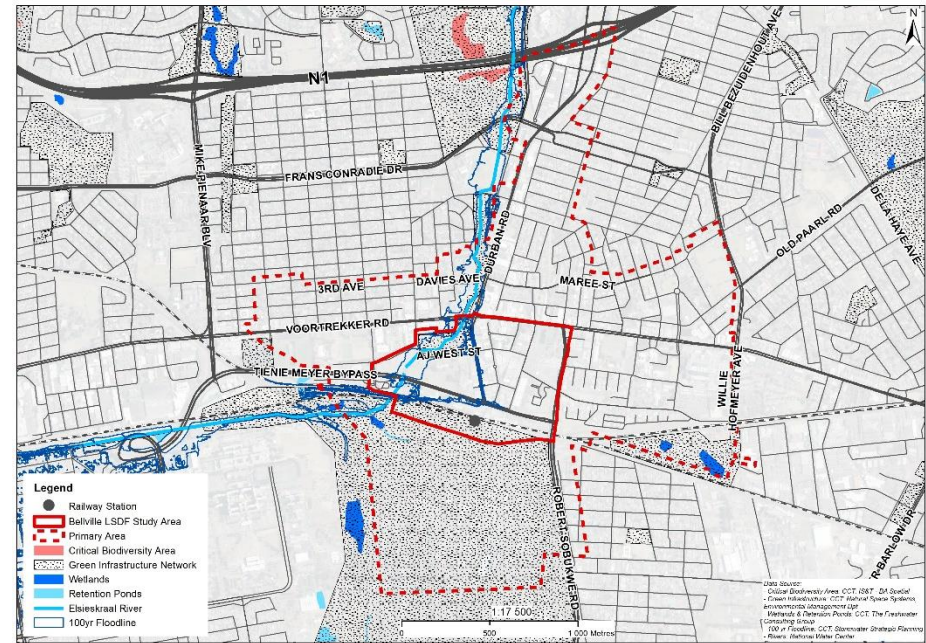


Figure 21: Hydrology Network

2.2.1.2. Geology, Topography and Soils

As depicted on Figure 22, the study area is solely characterised by the Springfontyn geological formation. The Springfontyn Formation, was developed through the deposition of windblown sand (an aeolian deposit), consisting of reddish to grey, unconsolidated quartzose aeolian sand.

The contours, at 2m intervals are also depicted on Figure 22 and show a uniform gradient. The highest section of the study area is approximately 80m above sea level running along the southern portion of Robert Sobukwe Road, with the lowest section at approximately 58-60m above sea level along the Elsiekraal River channel. The topography along the Elsiekraal River channel within the study area consists of a steep slope with a gradient of 0.9, with the steepest section dropping from approximately 64m to 58m above sea level in 6 meters. It is important to note that the closely spaced contours along the Tienie Meyer Bypass, refer to the height of the elevated road/bridge and not that of the ground, with the elevated road being 78m above sea level dropping to 70m above sea level at ground level.

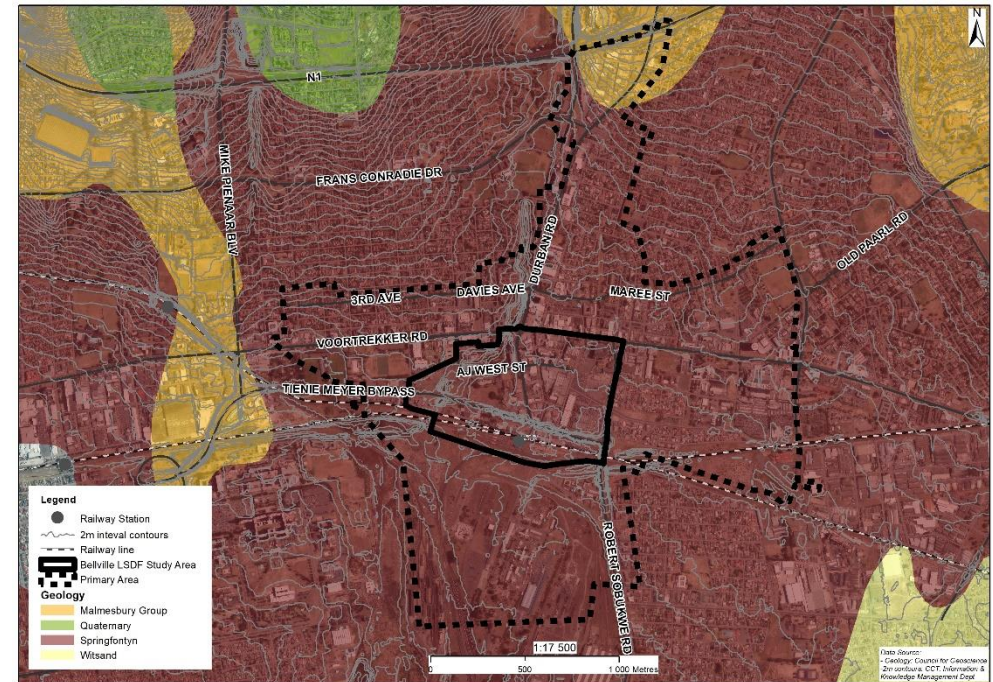


Figure 22: Geology, Topography and Soils

2.2.1.3. Demographic Profile

The information contained below is drawn from the Bellville CBD Catalytic Project Status Quo Informants into the Scenario Planning Process, 2020 (refer to Appendix A: A7), henceforth referred to as the Status Quo Report, which analysed the demographic information at three scales namely:-

- a. Bellville, the name of the 'main place' that is determined by Statistics South Africa (StatsSA) and includes the central rail line to the south (Pentch and Unibell Stations), the R300 to the east, Eversdal Road north of the N1 † the north and north east towards Tygervally Centre, De Bron and Van Riebeeckhof to the north west, and western boundary is made up of Tygerberg Nature Reserve, Oostersee, and Tygerberg Hospital;
- b. The Primary Area which corresponds with the primary area depicted in the Bellville CBD LSDF; and
- c. The Core Area, which aligns with the Bellville CBD LSDF Study area.

The analysis provided below is provided at the Bellville Main Place level unless otherwise specified.

Population

Bellville includes 5239 hectares at a density of 21 persons per hectare (52.39 km² at a density of 2 148 people per km²). The area accounts for 3% of the total Cape Town population. The area's population is largely characterised by an older, employed population with a slightly higher than average city-wide income and relatively smaller household sizes.

⁶ A household is defined as a group of persons who live together, and provide themselves jointly with food or other essentials for living, or a single person who lives alone.

The area of Bellville has a large percentage of people (15% - 22%) that earn a medium to high average annual household income of between R 15,081 - R307,600 per annum. This is higher, compared to the average annual household income of the CCT Metropolitan area.

The average household size of Bellville area is 2.8 people per household⁶; this is smaller compared to the average household size of Metropolitan CCT which is 3.5 people per household.

The majority of the study area population falls within the 20 – 39 age group category (55%) with 25% falling in the 0 – 19 age group category. It is reasonable to assume that the predominance of this age group can be attributed to the close proximity of the CBD to tertiary education facilities and work opportunities.

The population older than 20 years residing in Bellville has a comparatively higher education level relative to education levels in other nodes, locally and nationally. In the Primary Area more than 50% of the population has obtained a matric qualification or higher.

This rises to more than 70% in the study area. It is reasonable to assume a correlation between the high level of education and the proximity to education institutions in Bellville. This reinforces the assumption that the age profile is linked to the education opportunities in Bellville.

According to the Status Quo Report, 2020 (refer to Appendix A: A7), the groups of communities residing in the Bellville CBD are mixed and diverse communities that are integrated that contrast with the monocultural traditional Bellville surrounds.

2.3. Access and Movement Network

The primary structuring element is the rail network, which runs along the southern edge of the study area and extends west towards Cape Town CBD, north-east to Stellenbosch, and south-east towards Strand (refer to figure 23).

Several road based movement routes form the secondary structuring elements. These include Voortrekker Road and Tienie Meyer Bypass that run in an east-west direction, and Robert Sobukwe Road, Durban Road, Bill Bezuidenhout Avenue and Francie van Zyl all of which run north-south direction.

The Bellville Railway Station and PTI are considerable landmarks in the area as is the Elsieskraal River Corridor, which includes Elizabeth Park, a key recreational amenity. None of these landmarks functions as vertical elements for orientation/ navigation. In fact, in many instances the urban form has turned its back on the river corridor and associated recreational spaces, contributing towards blight and decline.

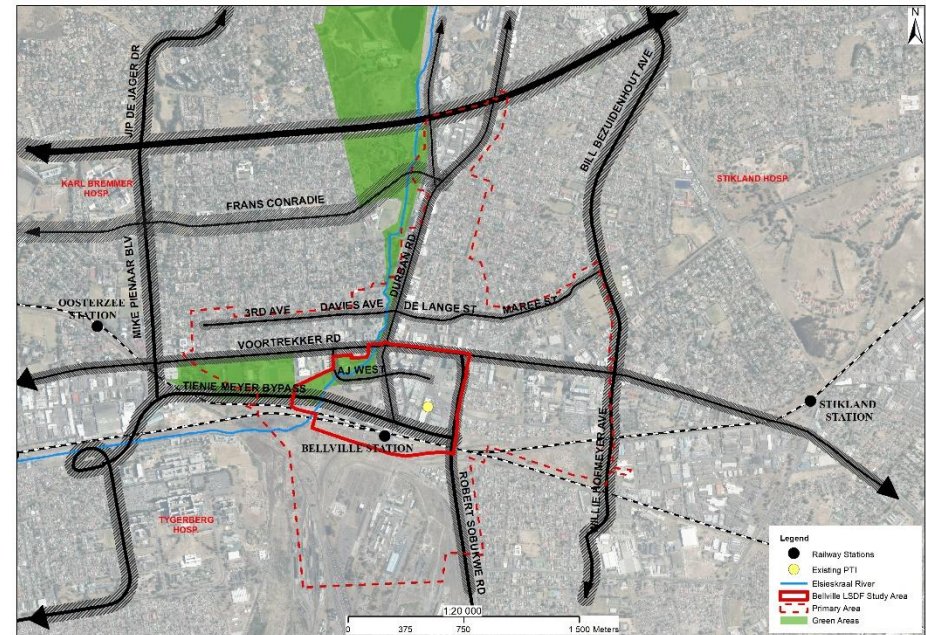


Figure 23: Access and Movement Network

2.3.1.1. Roads and Accessibility Network

With the exception of Voortrekker Road, the surrounding road network consists of incomplete/ broken links, which are not continuous (Figure 24). The resulting impact is a network that inhibits efficient mobility and access, both of which are key to unlocking economic activity.

Figure 24 depicts the network of incomplete/ broken links⁷ and include:-

- a. Robert Sobukwe not extending north of Voortrekker Road;
- b. Durban Rod not extending south of the railway line;
- c. Tienie Meyer not extending east of Robert Sobukwe Road;
- d. Frans Conradie not extending east of Durban Road;
- e. Bill Bezuidenhout not extending south of the railway line; and
- f. Francie van Zyl not extending eastward to Robert Sobukwe Road.

Many of these routes function as high order routes within the Metropolitan context. However, the incomplete road network reduces the overall efficiency of the broader road network, which results in a detrimental economic impact and leads to increased traffic and congestion within the CBD precinct.

As noted in Section 1.4.3 the Bellville Transportation Masterplan Framework, 2019 (refer to Appendix A) reviewed the surrounding road network and identified missing links that, if completed will improve the efficiency of the wider network and improve congestion within the Bellville CBD.

⁷ While these roads exist, they all require an upgrade, realignment and/or extension to ensure that they function at the optimum level. As such, they are termed 'incomplete'.

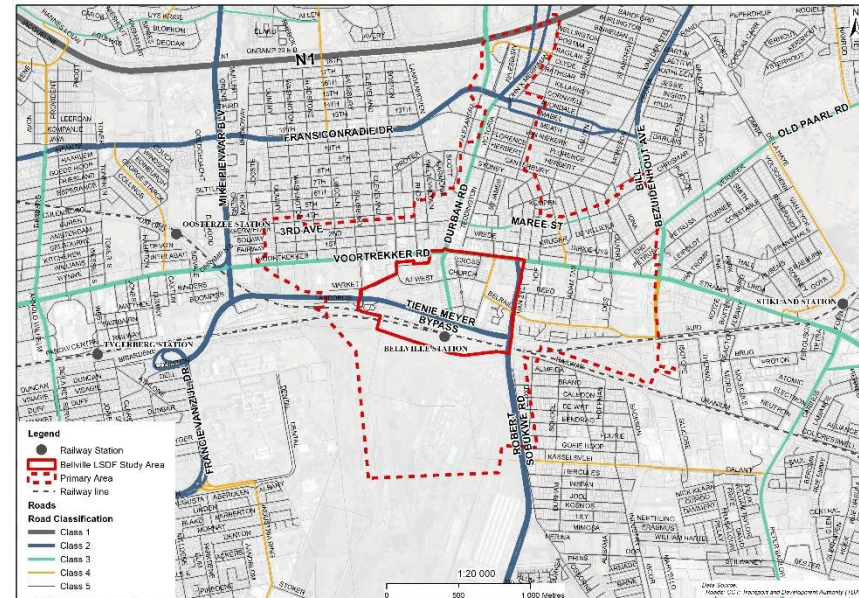


Figure 24: Road and Network Accessibility

2.3.1.2. Public Transport and Non-Motorised Transport (NMT)

The study area is well served by existing public transport networks with a variety of modes operating in the area. The Bellville Railway Station, the second-largest station on the Cape Metropolitan network, and the passenger rail line provide the backbone of the public transport network. All commuter trains on Metrorail's Northern, Wellington, Paarl and Strand Lines pass through the Bellville Railway Station while one branch of the Central Line (Sarepta) terminates in Bellville.

The Bellville Public Transport Interchange (PTI) is situated in the south-eastern portion of the study area and accommodates both the bus terminus and the MBT Rank. Road based public transport (namely the Golden Arrow Bus Service (GABS) and the Mini-Bus Taxi industry) provide significant services between Bellville, the rest of the Metropole and further afield.

According to the Bellville Transportation Masterplan Framework (2019), the MBT industry has evolved to become the most dominant mode of public transport operating in the Bellville CBD with the MBT industry servicing approximately 89 destinations.

In addition to commuter services, the long distance passenger train service provider, Shosholoz Meyl, stops at the Bellville railway station and long distance MBT operations are accommodated from the PTI.

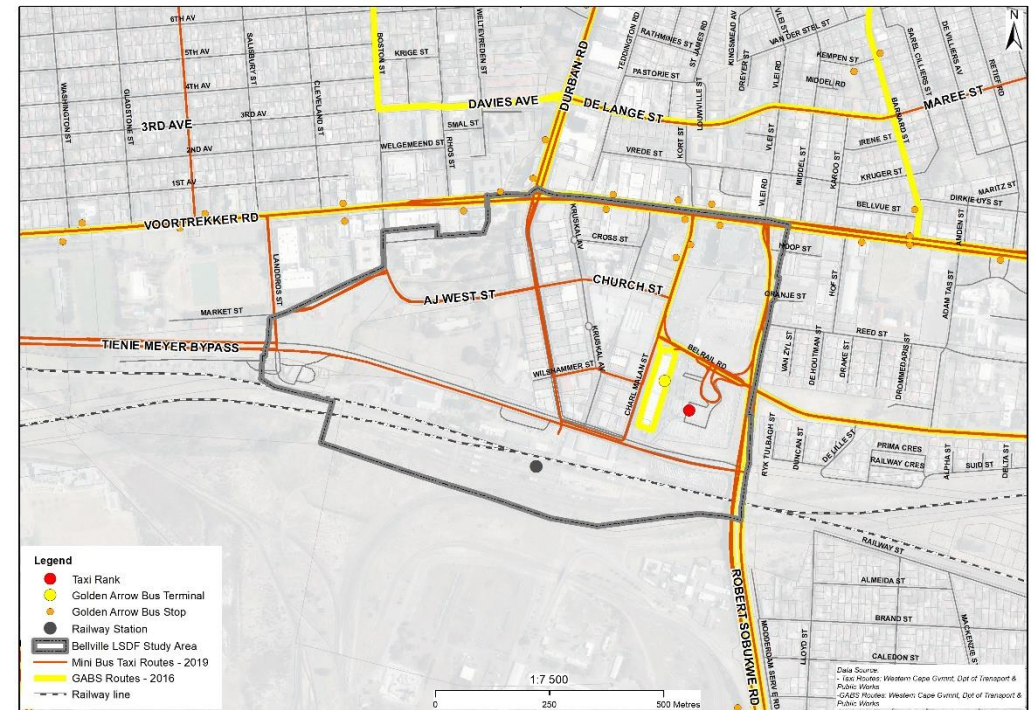


Figure 25: Public Transport

A 2021 survey (GTP, 2021b) of pedestrian movements both in and out of the Bellville PTI notes that about 4,000 people pass through the PTI daily, presumably having arrived via public transport.

At present, very little cycling occurs in the Bellville CBD and surrounding areas. No dedicated cycling infrastructure is provided in the area and cyclists must therefore travel in mixed traffic lanes, which acts as a deterrent. The incomplete road network has a knock on impact on NMT operations as potential cyclists opt against cycling in favour of other modes of transport.

2.3.1.3. Recreational and Parks Facilities

Public space is space that is accessible to the public and includes parks, sports fields, and sidewalks (refer to figure 26). Open spaces can form part of a wider movement network and perform environmental, social and economic functions. Protecting and further entrenching these spaces and the role they play is important in contributing towards place-making.

The open space system in Bellville is dominated by the Bellville Sports Complex, which is situated to the west of the study area. The Elsieskraal River Corridor has the potential to develop into an important network of interconnected open spaces however at present, these spaces are not continuous and movement along the river is restricted in places.

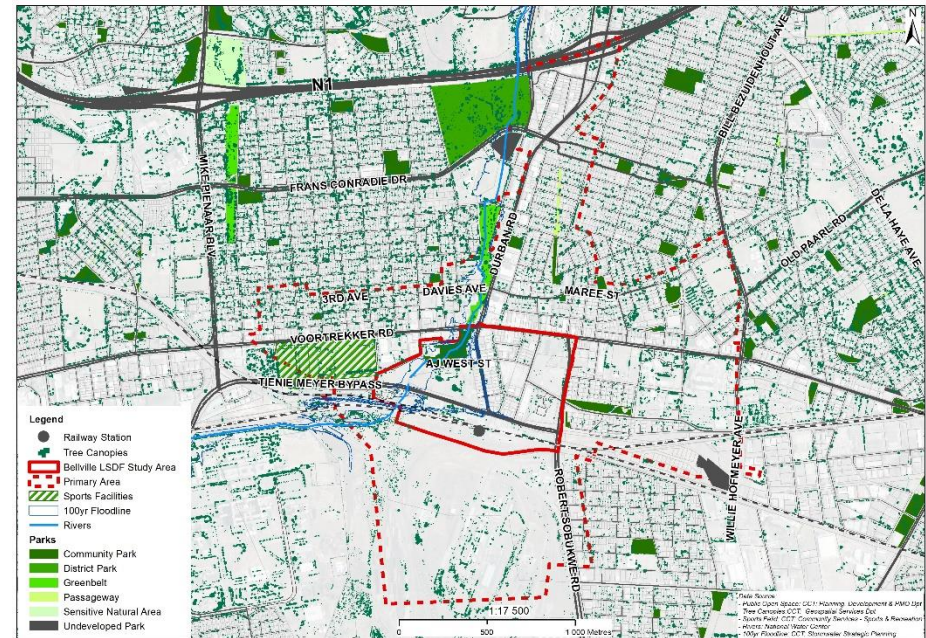


Figure 26: Recreation and Parks

2.4. Social and Community Facilities

Bellville accommodates a wide range of public facilities that perform a local and regional function. These include (refer to figure 27):-

- Healthcare facilities such as Tygerberg District Hospital and Karl Bremer Government Hospital; Melomed Bellville Private Hospital and Louis Leipoldt Private Hospital and several satellite clinics, and community health services;
- Education facilities such as the University of the Western Cape, the University of Stellenbosch Business School, University of Stellenbosch Faculty of Medicine and Health Services (situated at Tygerberg Hospital); Cape Peninsula University of Technology; Boston City Campus; Northlink Collage; and several Early Childhood Development Centres, Primary and Secondary Schools in the surrounding areas;
- Community facilities such as Bellville Library; the Bellville Sport Complex; and Sub-Council 6 offices at the Bellville Town Hall; and
- National social services including South African Revenue Service (SARS), Dept. Labour, Home Affairs, Bellville Police Station and the Bellville Magistrates Court (refer to figure 28).

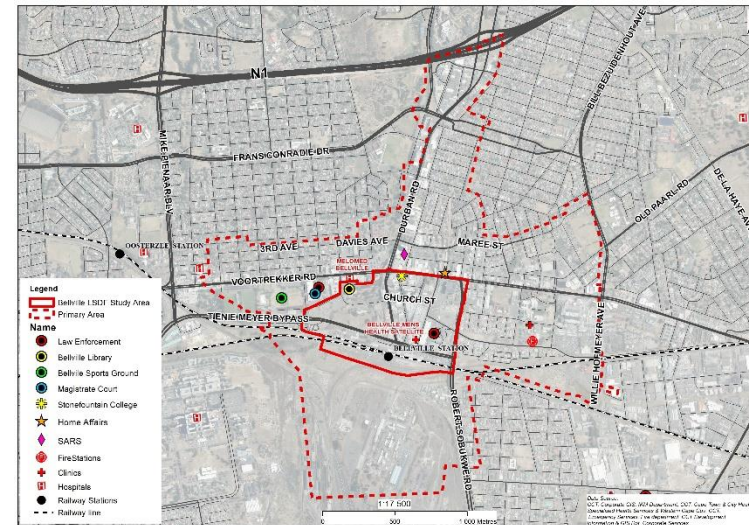


Figure 27: Social and Community Facilities

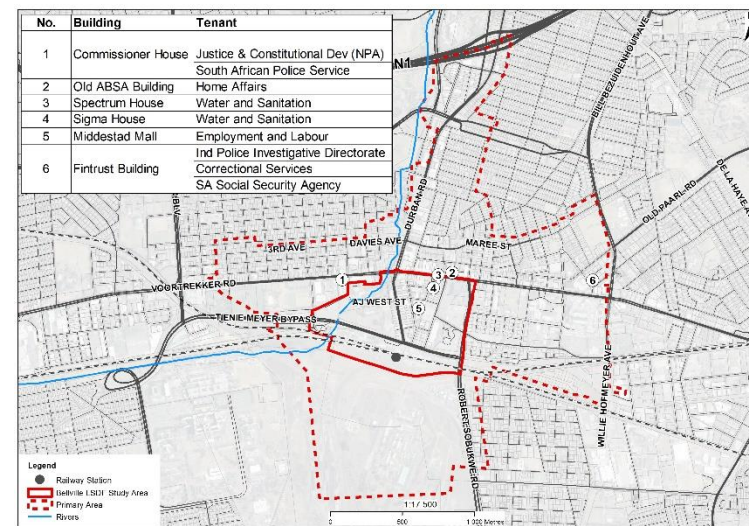


Figure 28: Social Services in Leased Accommodation

2.5. Bulk Utility Infrastructure

An assessment of the current bulk electricity, water, sanitation and stormwater infrastructure was undertaken as part of the Tygerberg District IDSD&EMF Baseline and Analysis Report (2019). The report reveals the following in relation to the Bellville area:-

- a. With the exception of Bellville South (which is at 90-100% capacity), the Tygerberg District has adequate or spare electricity capacity;
- b. Bellville CBD has adequate or spare bulk water capacity;
- c. Bellville CBD has adequate or spare bulk wastewater capacity; and
- d. The Elsieskraal River forms part of the Salt River Catchment Flood Hazard Zone. The Elsieskraal River and its associated 1:100 year floodline⁸ is a constraint to development within strategic portions of properties of the Voortrekker Road Corridor Integration Zone as well as numerous stations long the Bellville Railway line (refer to figure 29). Adequate stormwater attenuation upstream is needed and various options (including gabions and extending existing dams) are being investigated. Such upgrades have been implemented in Jack Muller Park and Elizabeth Park. A further upgrade is planned for Tielman Marais Park, which is located south of Langehoven Street in Bellville. Other options include increasing the capacity of the quarry dam at the University of Stellenbosch Business School.



Figure 29: Elsieskraal River Floodlines

⁸ Floodline is a line on a map depicting water levels likely to be reached by a flood having a specified recurrence interval.

2.6. Land Legal Aspects

2.6.1.1. Ownership

A considerable proportion of the study area is owned by public stakeholders (refer to Figure 30). The City of Cape Town owns strategic sites on the eastern and central portions of the study area as well as some of the properties along the Elsieskraal River Corridor. State Owned Entities own a large portion of land to the south of Elizabeth Park extending towards the railway line.

The State Owned Entity, Transnet, has considerable land ownership to the south of the railway line, which falls beyond the study area. The City of Cape Town and National Government own properties to the east of the study area but south of Voortrekker Road.

The proportion of State owned land creates favourable conditions for strategic development within the study area and the immediate surroundings.

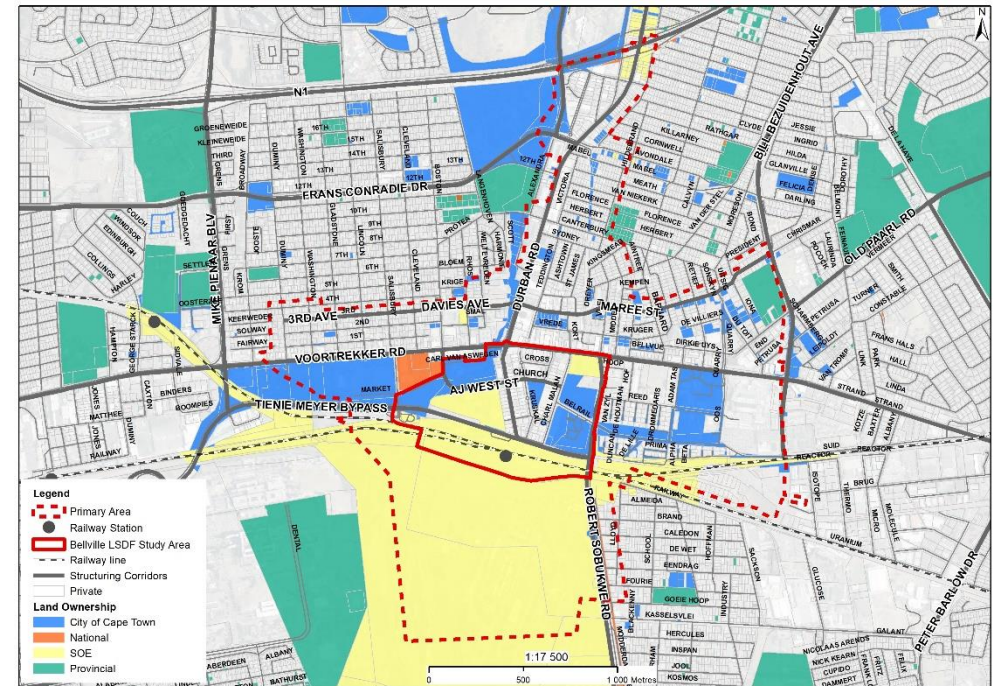


Figure 30: Ownership

2.6.1.2. Zoning

Most of the study area is zoned general business, public open space, and transport (Figure 31). The areas surrounding the study area are characterised by a mix of land uses including clusters of:-

- Transport 1 zones to the south extending into the western and eastern portion of the CBD;
- Open Space zones to the west, extending across the study area in a north easterly direction;
- General Business zoning to the north and extending into the centre of the Study Area;
- General industrial to the east; and
- Single Residential to the north of Voortrekker Road.

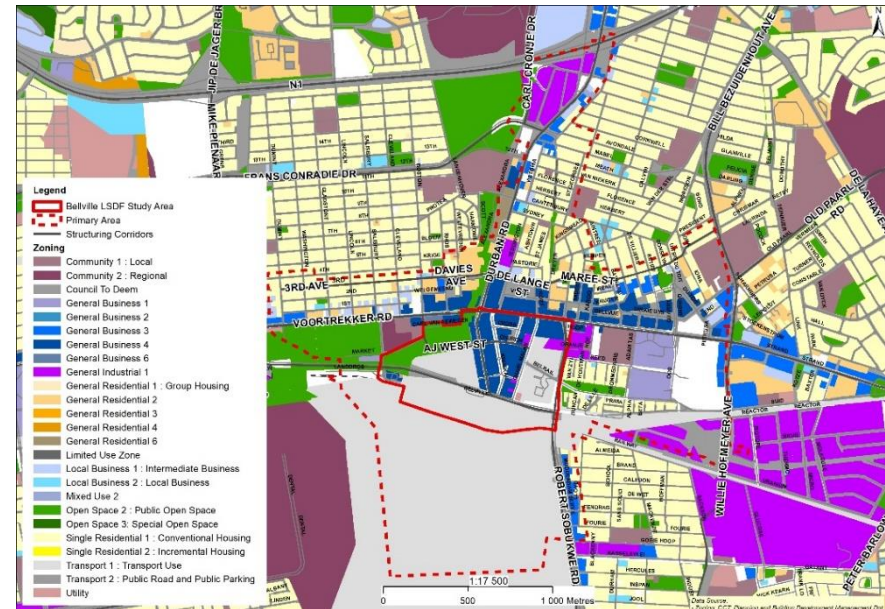


Figure 31: Zoning

2.6.1.3. Land Uses

The predominant land uses within the study area include transport/ parking, business/ commercial and civic/ public and social services (refer to Figure 32). Unsurprisingly, transport land uses are clustered along the southern portion of the study area and include the railway lines, Bellville Station, a portion of Transnet's Belcon site, and the existing Bellville PTI.

Existing business/ commercial land uses are clustered in the middle of the study area, predominantly along Voortrekker Road, Charl Malan Street and Kruskal Avenue. Major retail outlets within the study area include the Middestad Mall and the Belstar Junction (situated south of Tienie Meyer just north of the railway station). It is important to note that informal trading occurs along key pedestrian movement routes leading to the PTI and the Railway Station.

Some industrial activities are located along Durban Road.

The areas surrounding the study area are characterised by a mix of land uses. Civic/ public and social services land uses are clustered along the western portion of the study area, and includes Elizabeth Park, Bellville Netball Club, Bellville Sports Complex, Hardkraaltjie, and the Bellville Public Library amongst others.

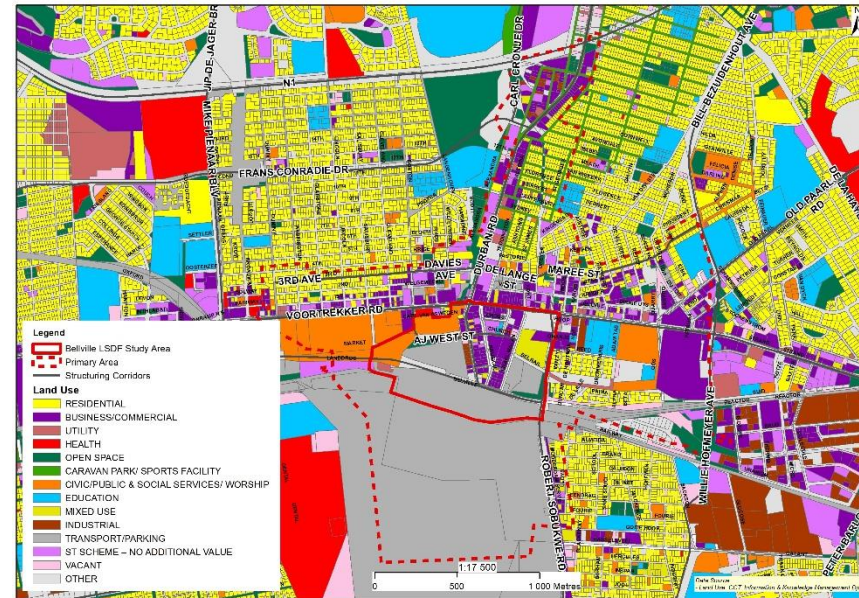


Figure 32: Land Uses

2.7. Planned Major Developments

The following significant developments are currently being planned within and adjacent to the study area (figure 34):-

- **Biomedical Research Institute (BMRI)** Located at the Stellenbosch University's Tygerberg Campus, the institute is devoted to understanding the genetic and bio-molecular basis of African diseases. The new facility will allow and expand current research activities, strengthen research and teaching capacity in fields such as bio-informatics, genomics, anatomy, surgery and neurology.
- **Bellville Park Campus** The development of the Bellville Park Campus will include a mix of academic and business activities.
- **Tygerberg Hospital Precinct** The re-development of the Tygerberg Hospital Precinct, involves re-locating the Level 2 hospital to a site in Belhar and the demolition and re-purposing of the existing Level 3 hospital. This will free up considerable space for alternative land uses such as student accommodation or government offices. The tertiary hospital will be retained and the existing training component, which includes Stellenbosch University, UWC (dental), and CPUT facilities, will be strengthened. Stellenbosch University is expected to invest on the University's campus site which is located next to Tygerberg Hospital.
- **Bellville student housing** – Erven 11125 – 11128 and 11132 In response to the increasing demand for affordable student accommodation, a development application for student accommodation was recently approved on the corner of Charl Malan and Church Streets. The application includes the development of a 20-storey building, providing commercial space on ground level and student accommodation facilities on the remaining storeys. A total of 2 592 beds are proposed.

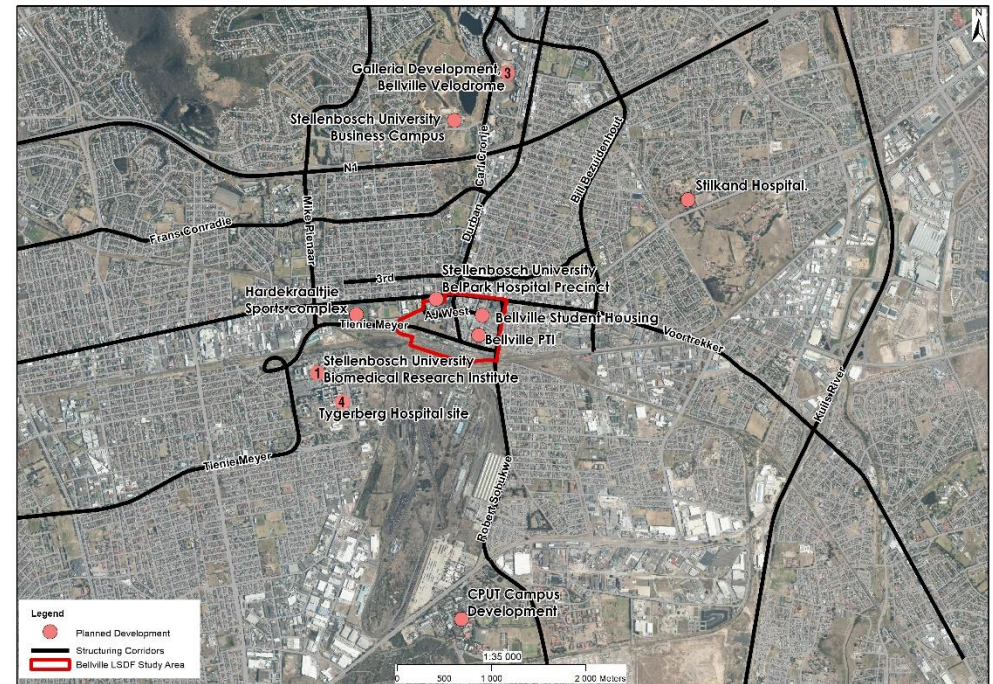


Figure 34: Proposed Developments

2.8. Heritage Resources

Heritage resources celebrate our diversity and form an integral part of our cultural identity. Heritage includes cultural, as well as natural heritage resources inherited and valued by society. These can be any place, space or object that has cultural significance or special value to present communities, and should be protected for the benefit of future generations.

Heritage resources may be significant because of their cultural, aesthetic, architectural, historic, scientific, social, spiritual linguistic or technological value. A heritage resource may be considered significant because of one or more of the preceding values, by different groups. Therefore, it is important that all these values are considered when assessing significance.

Among others, heritage resources may include:-

- Places, buildings, structures and equipment of cultural significance;
- Places that are associated with oral traditions or living heritage;
- Historic settlements and townscapes;
- Landscapes and natural features of cultural significance;
- Geological sites or scientific or cultural importance;
- Archaeological and palaeontological sites;
- Graves and burial grounds; and
- Sites of significance relating to the history of slavery.

The National Heritage Resources Act 1999 (Act No. 25 of 1999) (NHRA) identifies a three-tier system for grading heritage resources. The tiers are managed at national, provincial and local level. The South African Heritage Resources Agency (SAHRA) is responsible for the identification

and management of Grade I heritage resources. Heritage Western Cape (HWC) is responsible for the identification and management of Grade II heritage resources. The City of Cape Town is the competent authority responsible for the identification and management of Grade III heritage resources and heritage resources, Grade III heritage resources are conservation worthy heritage resources, which do not fulfil the criteria of being of national or provincial significance.

According to the City's Heritage Inventory, the Study Area contains Grade IIIA, Grade IIIB, and Grade IIIC assets. The 12 Mile Stone and the Oil Lamp are both provincial heritage resources while Elizabeth Park is graded Grade IIIB, and portions of the built environment are graded Grade IIIC as indicated in figure 35.

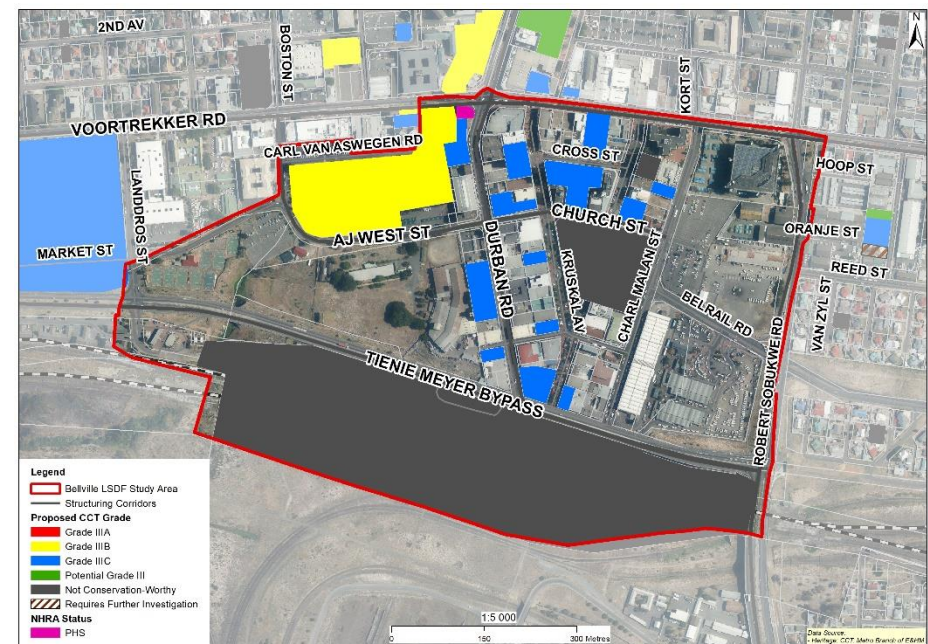


Figure 35: Heritage Inventory

Buildings and structures older than 60 years of age are protected by Section 34 of the NHRA. Demolition of, or alteration to, these buildings/ structures must obtain prior permission from the relevant heritage resource authority. Most of the buildings within the study area are older than 60 years.

2.9. Economic Context

The information contained below is drawn from the Bellville CBD Catalytic Project Status Quo Informants into the Scenario Planning Process, 2020 (refer to Appendix A: A7) which analysed the demographic information at three scales namely:-

- Bellville, the name of the 'main place' that is determined by Statistics South Africa (StatsSA) and includes the central rail line to the south (Pentch and Unibell Stations), the R300 to the east, Eversdal Road north of the N1 † the north and north east towards Tygervalley Centre, De Bron and Van Riebeeckhof to the north west, and western boundary is made up of Tygerberg Nature Reserve, Oostersee, and Tygerberg Hospital.
- The Primary Area which corresponds with the primary area depicted in the Bellville CBD LSDF; and
- The Core Area, which aligns with the Bellville CBD LSDF Study area.

The analysis provided below is provided at the Bellville Main Place level unless mentioned otherwise.

The Primary Area contributes only 10% to Bellville's economy, with the study area contributing around 2% to Bellville's economy. Bellville's economy lies predominantly in the industrial areas south of the main rail line and in the Tyger Valley node north of the N1. The challenge is

therefore to refocus investment towards Bellville's Core Impact Area and Primary Area. (Appendix A: A7).

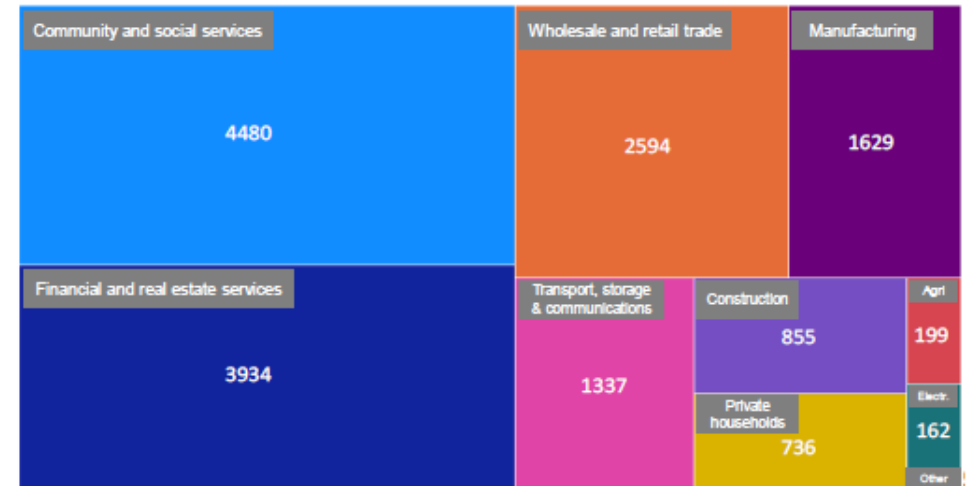


Figure 36: Primary economic sectors that provide employment for economically active citizens between 15 & 64

Residents in the primary area are employed mainly in the community and social services, warehousing and retail, and in financial and real estate sectors (Appendix A: A7).

According to the Bellville Opportunity Area Catalytic Development Project: Socio-economic baseline and economic strategy, 2020 (refer to Appendix A), the unemployment rate⁹ is very low at 5%, compared to the whole of Cape Town which stands at 17% and South Africa which is in the region of 30%.

⁹ The wider definition is used here.

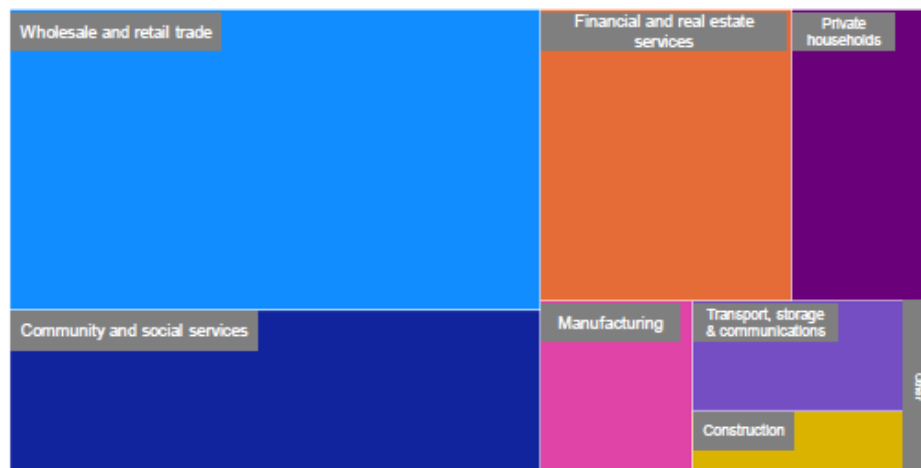
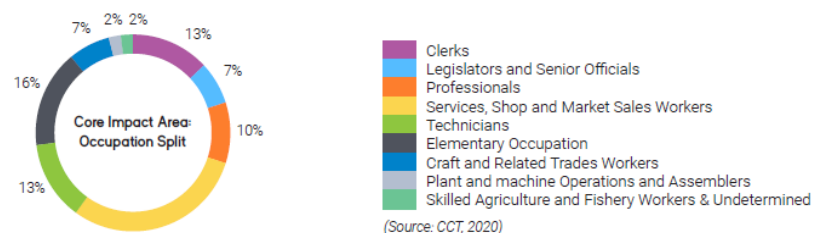


Figure 37: Core sectors of the Bellville economy

In terms of the occupation split, for the employed population 15 years and older, the three most common occupations for the primary area are Clerks, Legislators and Senior Officials, and Professionals. In the study area, the three most common occupations are Services, Shop and Market Sales Workers, Elementary Occupation, Legislators and Senior Officials (Appendix A: A7).



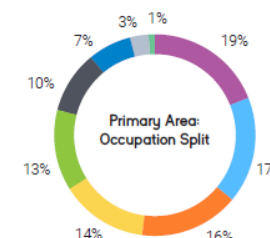
According to a retail survey completed by the GTP in 2021 (GTP, 2021a) wholesale and retail trade; accommodation and food services; and financial and insurance activities comprise the largest number of economic activities in the Bellville CBD.

Informal trade is key to the local economy. A study conducted by the Greater Tygerberg Partnership, the main rationale for trading in the Bellville CBD is proximity to customers and proximity to Bellville Station and PTL.

The most commonly traded goods and services are Snacks and Sale of Tobacco (25%), Clothing and Shoe Sale & Repairs (24%), and Barber & Hairdressing (11%). Other goods and services traded are Fruit & Veg (10%), Fast Foods (6%), Groceries (3%), Cosmetics (3%), Accessories (3%), and Other (3%).

The busiest trading times are between 08:00 – 11:00 (45%). As pointed out by the GTP (GTP, 2021a), this could be attributed to the foot traffic experienced as people travel from home to work.

In addition, PWC, 2020 (refer to Appendix A: A4) notes that while informal wholesale markets operating within the CBD are not directly reflected in economic data, this sector is a hub of informal traders supply goods to spaza shops on the Cape Flats and to traffic light sellers. The ready public transport accessibility means that traders that do not have access to private vehicle access find it convenient to use the public transport services to buy merchandise in Bellville for reselling across the City.



2.10. Synthesis of Analysis

The key opportunities and constraints of the study area are summarised below and inform the Local Spatial Development Framework.

Opportunities:

- a. Bellville's strategic location at a critical intersection of movement, transit, demographic and economic activity highlights its strategic position as an enabler of broad catalytic impact and spatial restructuring.
- b. The Precinct can easily be divided into four sub-precinct, each one having a unique role and character. Enhancing the unique qualities of each precinct will enable the creation of smaller clusters or neighbourhoods that operate within a broader whole. This will improve legibility and local placemaking.
- c. The area is well serviced by a spectrum of social and civic facilities which will be enhanced further through the CBD's categorisation as a level 1 node in the CSHIP and the IDSDF&EMF. In addition, a number of tertiary learning institutions are clustered in near proximity to the Bellville CBD. Not only does it elevate Bellville as a knowledge hub of Cape Town but it also underpins a large student population in and around the CBD area.
- d. Due to its high levels of road-based accessibility, the R300, the N1 and the N2 respectively, the industrial node in Bellville South is a centre of gravity for the movement of freight. Furthermore, Cape Town International Airport (CTIA) is located just 12 km south of Bellville offering easy connections to national and international markets.
- e. The study area is characterised by large parcels of under-utilised or vacant public land with many of the developed properties showing signs of neglect. Existing development rights remain unexploited despite the availability of bulk utility capacity.
- f. Bellville connects the east and western parts of the City via Voortrekker Road, a strategic development corridor. Bellville also connects the northern and southern parts of the City via Durban Road, Robert Sobukwe Road and Symphony Way. This link can develop into a strategic north south development corridor through the planned IRT route and appropriately responding land uses.
- g. Situated in close proximity to the thriving commercial/ retail Tyger Valley node that could complement current land use activities south of the N1.
- h. Mixed and diverse income and cultural groups have settled/ do business within the Bellville CBD, which creates a cosmopolitan urban environment and stimulates a varied demand for housing, products and services.
- i. Bellville has a long and interesting history, which can be celebrated through public realm improvements, as part of a revised public realm strategy.
- j. The area is traversed by an existing green network, which has an important biophysical, social, recreational and amenity value.
- k. Very high daily movement of people through Bellville due to the range of public transport modes, which ensures customers for local markets and commercial activity.
- l. Belcon, the large tract of land situated to the south of the railway line, offers immense opportunity to expand the Bellville node southwards over the medium to long term.

Constraints:

- a. Decentralised activities, such as the Tyger Valley node, along with the challenges in urban management such as crime and grime, have accelerated the decline in investment confidence in the CBD and associated declining land values.
- b. The rail corridor and the Belcon site remain significant physical barriers between the CBD and the urban fabric to the south.
- c. Recent upgrades to the public realm have been unable to create an interconnected network of public spaces within the precinct and links into the surrounding built fabric.
- d. A significant share of the public realm is devoted to vehicular movement with pedestrian movement being restricted to narrow pavements that do not adequately accommodate the number of commuters traversing the space.
- e. The Tienie Meyer Bypass and surrounding vehicular mobility routes create hostile environments that hinder the creation of active human-scale environment.
- f. The quality of the road based public transport offerings that operate within the precinct are space consumptive. This space could be better utilised to further the realisation of TOD. Intensive mixed-use development, including affordable inner-city accommodation, retail and commercial activities, would be more suitable.
- g. The public transport offerings are typically unsafe, unreliable, unstructured and unintegrated which focuses on a captive audience.
- h. The precinct falls within a broader road network, which contains several missing north-south and east-west links that adversely affect the functionality and character of the precinct through increased congestion.
- i. While informal trading is a prominent economic sector in the precinct, these activities would benefit from improved precinct management, investment and upgrade interventions that lead to more attractive spaces.
- j. The public realm includes many dead-ends/ blank walls that contribute to the creation of an impermeable, unsafe and poor quality public environment.

3. THE LOCAL SPATIAL DEVELOPMENT FRAMEWORK



3.1. Development Principles

To ensure the vibrant and resilient regeneration of Bellville, the LSDF was informed by the application of the following guiding design principles:-

Adaptable:

- a. Develop plans that are flexible and able to adapt to change in future;
- b. Provide the physical infrastructure that can accommodate changing needs and demands over time; and
- c. Strengthen the social network and identify of place in a manner that enables robustness and resilience to handle future societal shifts.

Healthy:

- a. Protect public access to, and enjoyment of, green networks as a place of relief from the urban environment;
- b. Design that stimulate physical activity; and
- c. Embed nature within the urban fabric.

Circular:

- a. Embed sustainable and resilient design thinking in urban development;
- b. Promote networked economies that optimises the sharing of resources; and
- c. Adopt a circular economy mind-set that better integrates the supply and demand chain leading towards zero waste.

Inclusive:

- a. Design places that enables people to thrive;

- b. Create an urban village that enables people to connect and exchange across age, status and cultural backgrounds; and
- c. Incorporate a distributive economy that capitalises on the existing human capital of Bellville and provides opportunity for economic progression.

Connected:

- a. Promote access to opportunities by improving connectivity through integrating transport and place making strategies; and
- b. Strive to reduce imposed mobility through adopting designs that promote live-work-leisure activities within proximity.

Regenerative:

- a. Adopt an eco-systemic approach when reviewing both tangible and intangible resource flows. Thus, providing a platform to rethink Bellville holistically; and
- b. Recovery and stimulation of human and ecological capital, while maximising local economic assets, provides a robust foundation for sustainable and long-term socio-economic viability.

3.2. Vision

The overarching vision for the Bellville CBD Precinct is to:-

Re-establish the Bellville CBD Precinct as the second metropolitan node of Cape Town through transforming it into a vibrant, attractive, sustainable and efficient, high-density mixed-use TOD node.

This is supported by strategically leveraging public assets and infrastructure investments, a reimagining of the existing PTI, and the adoption of an alternative land use development model as a way of catalysing the broader regeneration programme.



3.3. Conceptual Framework

The conceptual framework is underpinned by a networked approach which draws on the functionality of each network element, the scale and nature of the adjacent development and the character of the surrounding urban realm.

The following three network elements connect the Bellville CBD Precinct with the surrounding area (Figure 38):-

Completing the broader road network. As discussed previously, the road network of Bellville is not continuous which is a hinderant to efficient movement. The Bellville Transportation Masterplan Framework (refer to Chapter 1.4.3) proposes that the gaps / missing links in the road network be completed. This is necessary in order to adequately accommodate the mixed-use developments proposed for the Precinct. The recommendations contained in the Bellville Transportation Masterplan Framework have been tested through extensive traffic modelling exercises and are included in the LSDF as key interventions in the Implementation Chapter.

Adopting a networked NMT approach. Linked to the road network above, and as a way of furthering the creation of an easily accessible and walkable city centre, the Bellville CBD Precinct includes a networked NMT approach that aligns with, and connects into, the City's Cycling Strategy. The NMT Strategy (refer to Appendix B) aims to increase peak hour utility cycling¹⁰ as a means to replace vehicle trip (both public and private).

Treating Bellville as generator and attraction point for commuter trips, the conception and development of the cyclist network took similar approach to the typical road hierarchy in that cyclist mobility is

prioritised on higher order facilities (class 2 and 3) while access is prioritised on low order facilities (class 4).

As far as possible cycling facilities have been incorporated within the street cross-sections. These facilities link into the broader City of Cape Town NMT Strategy and facilitate a networked system.

Enhancing the green corridor. The Elsieskraal River Corridor provides the green lung of Bellville and can be strengthened further through integrating the recreational facilities along the corridor into a continuous network of safe and active recreational spaces. The Bellville Integrated Recreational Framework (2020) provides clear direction on how this can be achieved. These proposals are supported in the LSDF.

Enabling mixed-use development: Enabling a vibrant urban node through encouraging higher density, mixed-use developments within the CBD Precinct is key. Not only will this support the public transport offerings but it will also enable a diverse range of options for people to live, work and play within the Precinct.

¹⁰ The NMT Strategy distinguishes between recreational and utility cycling. Recreational cycling is defined as cycling for purely recreational purposes while utility cycling is for commuter or other non-recreational purposes

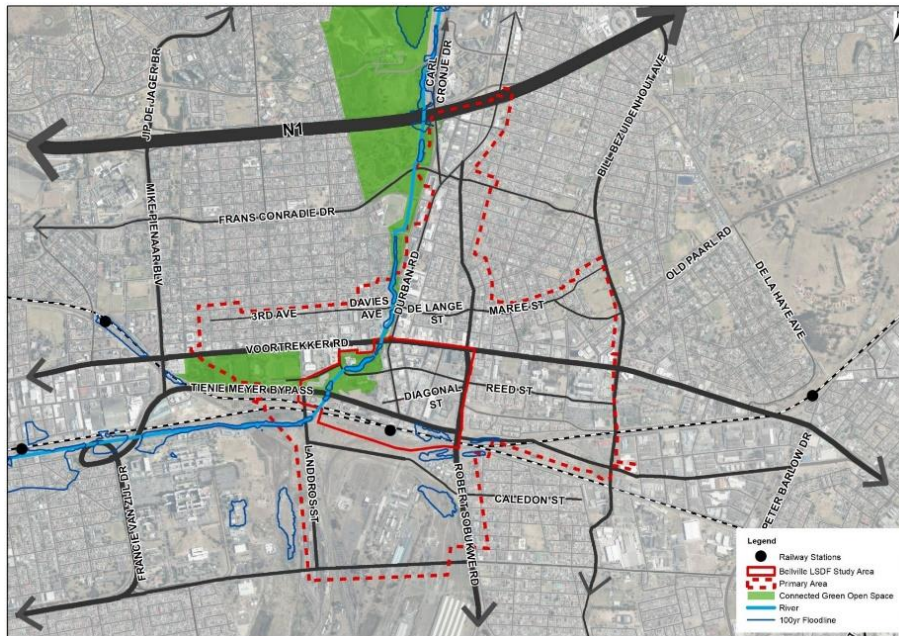


Figure 38: Conceptual Framework

These network elements are pulled down to precinct level (refer to figure 39). The road network delineates sub-precincts namely the cultural, the Civic, the East and the Transport City Sub-precinct. Each Sub-precinct has a distinct character which is reinforced in the development proposals put forward.

The NMT network is pulled into the precinct via the NMT strategy (refer to Appendix B) but also in the design of the streetscapes and include the pedestrianisation of Charl Malan Street thus providing a direct link between Voortrekker Road and the railway station.

The green corridor is a valuable resource for the precinct and is supported by a network of more urban public spaces.

In addition to the above, the need to increase the densities and threshold population across the entire precinct is a key part of the

concept at the precinct level. An increase in density will enable more people to access the opportunities of living in close proximity to public transport thus providing the access to greater movement choices.



Figure 39: Conceptual Framework - Precinct

3.4. Development Themes

The LSDF is underpinned by five guiding urban principles:-

1. An urban management approach that appropriately responds to each stage in the development cycle and the needs to the associated users;
2. Urban mobility that connects visitors/residents to the opportunities the city and the CBD offer;
3. A pedestrian friendly environment that combines a network of ecological and recreational open spaces, courtyards and green spaces;
4. Diverse places for quality urban living offering a broad range of residential choices; and
5. Inclusive employment, trading and economic progression.

3.4.1.1. An Evolving Urban Management Approach

- a. Improve confidence in the ability of the Bellville CBD precinct to re-emerge as a key focus of future investment and development through short-term urban management initiatives.
- b. Slow the decline of the area through focused urban stabilisation initiatives led by the Mayoral Visible Service Acceleration programme (MVSA) and the Bellville Area Coordinating Task Team (ACTT).
- c. Promote the long-term improvement of urban management practices through the establishment of an appropriate management model and associated institutional structure.

3.4.1.2. Provision of an Improved Transport Offering

- a. Create vibrant and safe 'living streets' through adopting shared movement spaces that prioritises slow transport such as walking, cycling, micro-mobility and electric busses. The shared movement spaces minimises the segregation between modes of road uses.
- b. Promote pedestrian movement and public transport within the CBD through restrictions on the use of private vehicles (refer to Table 1: Access, Parking and Logistics Strategies).
- c. Prioritise NMT movement offerings within the CBD and the surrounding areas.
- d. Improve urban mobility through the provision of a range of quality transport options including those focused on the CBD, the surrounding areas, and the wider metropolitan context.
- e. Provide public transport offerings that operate for longer periods of the day.
- f. Encourage the development of NMT systems that improve connectivity through the sufficient provision of space for sidewalks and cycling lanes with appropriate landscaping and street furniture to increase passive surveillance (refer to Appendix B: NMT Strategy).
- g. Strengthen the Bellville CBD as a key multi-modal interchange and public transport hub.
- h. Accelerate the transformation of the road based public transport system to form a stronger integrated transit network.
- i. Ensure commuter rail regains its rightful place as the backbone of mass transit within the city.

3.4.1.3. Creating a Vibrant Public Realm

- a. Provide a high quality public realm that combines a network of ecological and recreational open spaces, courtyards and green spaces.
- b. Enable a transition between public, semi-public and private spaces within the urban fabric.
- c. Activate the public realm through promoting interactive frontages at ground and first floor level by prioritising retail amenity, interspersed with cultural and recreational facilities.
- d. Establish and build on the unique character of each sub-precinct.
- e. Create places that maximises passive surveillance and activity that promote vibrant local community life.
- f. Enhance Bellville's green belt that runs along the Elsieskraal river corridor into the Bellville Sports Complex and Hardekraaltjie Camp Site.

3.4.1.4. Promoting Local Living through Providing Diverse Options

- a. Promote mixed-use development that extends the daily life cycle of urban activity by combining work, play and entertainment functions at the lower, easily accessible levels, with residential accommodation above.
- b. Promote urban living options that provide the necessary thresholds to support economic development, public transport offerings.

- c. Promote the provision of affordable accommodation, and supporting educational and health care facilities¹¹, within the urban context.

3.4.1.5. Inclusive Employment, Trading and Economic Progression

- a. Increase local demand for goods and services through increasing residential densities.
- b. Identify areas for informal trading spaces in close proximity to public transport interchanges and along public transport routes.
- c. Enable the public realm to accommodate economic activity in a dignified manner through appropriate design and active urban management.

¹¹ Facilities to adopt an inner city typology, one that is more vertical in nature.

3.5. Local Spatial Development Framework

The LSDF focuses on creating vibrant, integrated and mixed-use environments whilst not jeopardising movement efficiency both within the Precinct and between the Precinct and the wider context.

To achieve this the following is proposed:

- a. An urban transit system that operates along a continuous loop connecting the PTI, the CBD Precinct and the area just north of Voortrekker Road. The urban transit system will run along the shared space of Charl Malan, under the Tienie Meyer Bypass, along Durban Road and will extend over Voortrekker Road to meet up with Maree Street before returning south via Charl Malan.
- b. A network of cycling infrastructure and routes will criss-cross the precinct and feed into the wider network.
- c. A network of permeable public spaces create an interconnected quality public realm, which, in combination with the strategically located vertical elements, provide structure and legibility to the precinct.
- d. Controls to vehicular movement will be implemented via the proposed Access Management Strategy, which is unpacked further in Table 1.
- e. Parking and loading activities will be accommodated in the form of centralised parking facilities and freight hubs in line with the Parking and Logistics Strategies which are unpacked further in Table 1.

The controls to vehicular movement within the precinct manifest in the cross-sectional design of the street network. The areas to the north of AJ West/ Church Street will accommodate vehicular movement as normal.

However, the areas to the south of AJ West/ Church Street will be restricted in some form or another (refer to Figure 40).

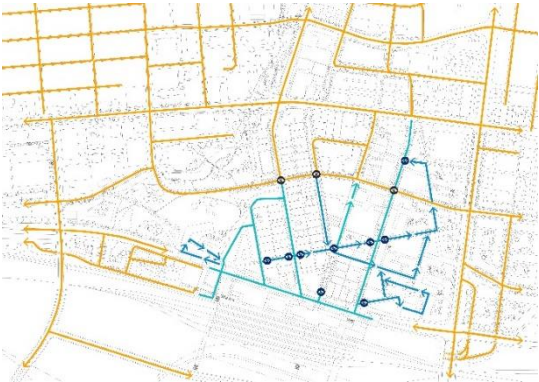
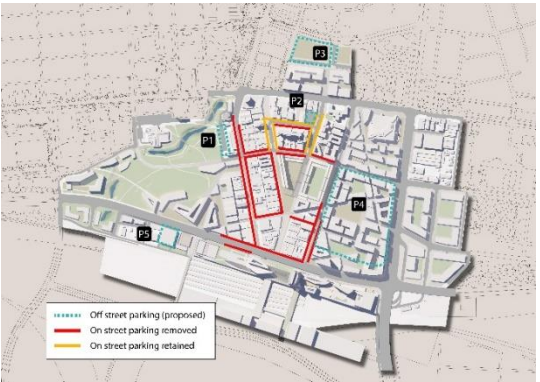
A range of street typologies are proposed. However, they all fall within three overarching categories:-

- a. Vehicle prioritised surfaces, roads with unconstrained vehicular access, with physical separation between motor vehicles and pedestrians;
- b. Pedestrianised surfaces, roads with managed access, pedestrian and NMT orientated and without grade differentiation between modes; and
- c. Shared surfaces: road type where pedestrians, cyclists, motorised and urban transit share the same at-grade space.



Figure 40: Proposed Street Function

Table 1: Bellville CBD Precinct Strategies¹²

ACCESS STRATEGY	LOGISTICS STRATEGY	PARKING STRATEGY
		
Access to the Bellville CBD precinct will be restricted at various time of the day or to certain type of movement. Measures to control access will be included south of Church Street and will include South Street (the road under Tienie Meyer Bypass) as well as Charl Malan Street. Further details on the measures that will be implemented are contained in the Bellville CBD Access Strategy (2021) which will be refined through further engagement with the relevant City line departments. Once agreement is reach, the Strategy will be implemented in a phased manner. The Strategy will form a key feature of the DMS through the Bellville CBD TOD Basezone (refer to section 4.2.1).	Deliveries in and out of the Bellville CBD precinct will be restricted to various time of the day and to certain types of delivery vehicles. Access to delivery vehicles will be controlled through the Bellville CBD Access Strategy. However, a network of logistics hubs or transfer stations where goods can be moved from large to smaller delivery vehicles will be provided. The details of which are included in the Bellville CBD Logistics Strategy (2021). The Strategy will be refined in partnership with the relevant City line departments after which the Strategy will be implemented in a phased manner. The Strategy will form a key feature of the DMS through the Bellville CBD TOD Basezone (refer to section 4.2.1).	In addition, the proposals to move away from a minimum parking standard to a maximum parking standard, is proposed. Opportunities for private vehicular parking will be clustered on the outskirts of the CBD and include a parking basement under Sub-Precinct East. The parking strategy aims to enable a CBD environment that is more conducive to NMT and public transport provision. The details of which are included in the Bellville CBD Parking Strategy (2021). The Strategy will be refined in partnership with the relevant City line departments after which it will be implemented in a phased manner. The Strategy will form a key feature of the DMS through the Bellville CBD TOD Basezone (refer to section 4.2.1).

¹² The information contained in this table is a summary taken from the strategies which are included in Appendix A: A19

3.5.1.1. Streetscapes (Read with Appendix C)

As improving the public realm is a key theme of the LSDF, the proposed character of the streetscapes is unpacked below. These streetscapes tie into the development parameters of the sub-precincts which are unpacked in section 3.5.2, below.

3.5.1.2. Robert Sobukwe Road

Robert Sobukwe is a key north south connector. This connection will be strengthened by the proposal to realign and extend Robert Sobukwe north of Voortrekker Road. The extension will accommodate both private and public transport demand and will function as a more direct freight route between the industrial areas south of the railway line and the N1.

Realigning the IRT Trunk Route 13 (T13) from Durban Road to the extended Robert Sobukwe Road (refer to IDSDf&EMF) will provide a more direct link between the northern districts and the Metro South East, via Robert Sobukwe Road and Symphony Way.

As such, the proposal includes a vehicle prioritised corridor with three private vehicle lanes in each direction and a central urban transit protected route in the middle facilitating boarding and alighting on the median (refer to figure 41).

No cycle infrastructure is provided along this route and on street parking and loading facilities will be restricted.

Development lining the street will:-

- a. Support the activation of the street by supporting the development of retail and social amenity on ground level.
- b. A 0m building line will apply so as to encourage a positive interface with the public realm and the creation of active street interface.

- c. Taller buildings heights will be supported along Robert Sobukwe as reflected in Figure 55 and discussed in section 3.5.2.

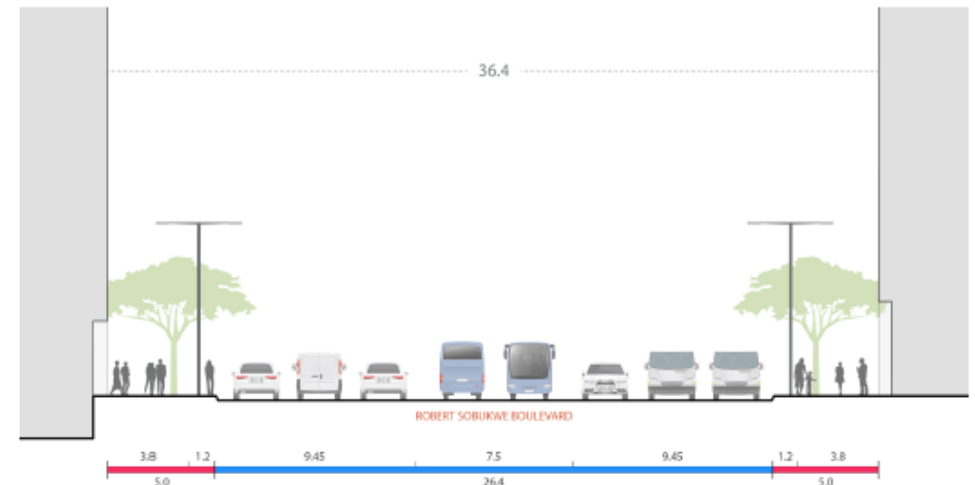


Figure 41: Robert Sobukwe Road

3.5.1.3. Church Street Extension

Completing the link between Church Street and Reed Street in the east will create a continuous link between Landdross Street in the west and Willie Hofmeyer Avenue in the east. As such, Church Street will accommodate movement across the Precinct and into the surrounding urban fabric. Church Street will also become the northern boundary of unrestricted vehicular movement within the Precinct and provide for a more pedestrian focused environment to the south (refer to the Access Management Strategy in Table 1).

The proposed design of the Street is divided into two main parts.

The portion east of Charl Malan Street (Figure 42) will accommodate private vehicles and allow for direct access into the proposed basement parking facility. Grade separated pedestrian sidewalks will provide sufficient space to facilitate pedestrian movement and to accommodate spill over from neighbouring shops and buildings. No on street loading and parking will be permitted.

The portion to the west of Charl Malan Street (Figure 43) will accommodate bi-directional vehicular movement with a grade separated cycling lanes on both sides and enhanced sidewalks. Loading bays will be restricted long this portion.

Cycle lanes will be accommodated within the road space and will run for the entire length of the street and tie into the surrounding NMT network.

Development lining the street will:-

- d. Support the activation of the street by supporting the development of retail and social amenity.
- e. A 0m building line will apply so as to encourage a positive interface with the public realm and the creation of active street interface.

- f. Proposed building heights are reflected in Figure 55 and discussed further in section 3.5.2.

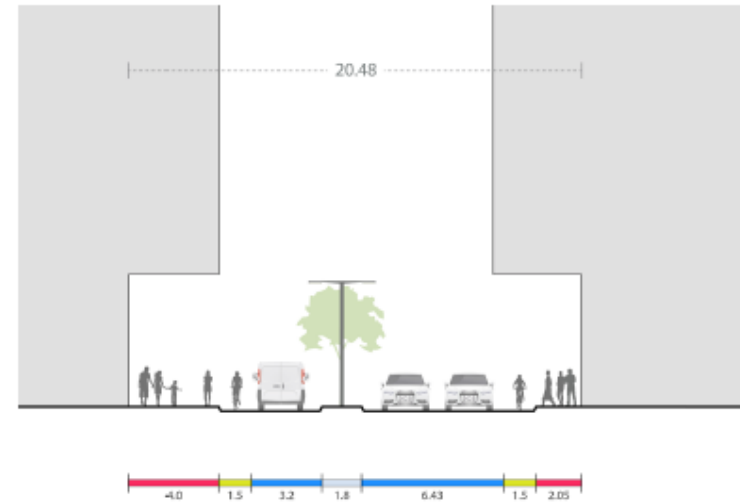


Figure 42: Church Street East of Charl Malan Street

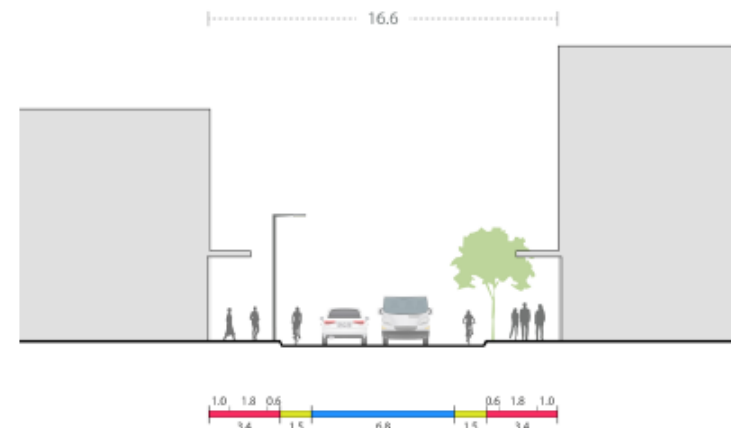


Figure 43: Church Street west of Charl Malan Street

3.5.1.4. Durban Road

Durban Road will continue to be an important link between the Precinct, the Tyger Valley node and beyond. This will be enhanced by providing cycling lanes along the entire length of the road which will link into the NMT network north of Voortrekker Road in alignment with the wider NMT Network Strategy (refer Appendix B). In addition, an inner city transit system will be accommodated within the road cross section.

On street loading will be limited and vehicular access will be limited and controlled in alignment with the Parking and Access Strategies (refer to Table 1).

The proposed design of the road is divided into two main portions. The portion north of Church Street (Figure 44) will accommodate grade separated vehicular and pedestrian movements while the portion to the south of Church Street (Figure 45) will be an at grade shared surface.

Development lining the street will:-

- Support the activation of the street by supporting the development of retail and social amenity uses on the ground floor.
- Support visual connection between the lower floors and the street space either through the form of balconies or permeable surfaces thus enhancing passive surveillance.
- Support a 0m building line set back.
- A landmark building is proposed on the corner of Durban Road and Voortrekker Road as reflected on Figure 55 and discussed in section 3.5.2.

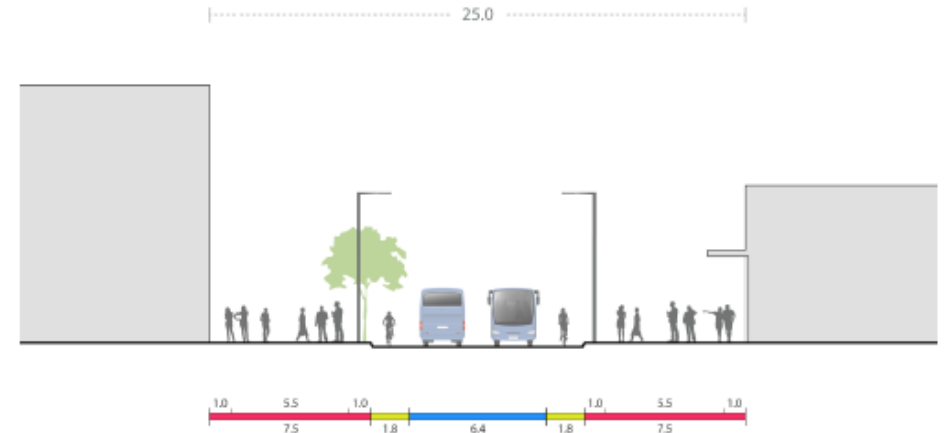


Figure 44: Durban Road North of Church Street

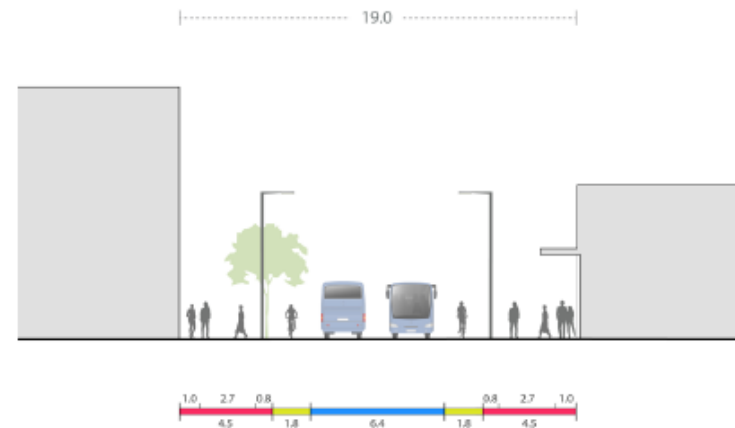


Figure 45: Durban Road South of Church Street

3.5.1.5. Charl Malan Street

Charl Malan Street will be the main pedestrian movement route of the Precinct connecting Voortrekker Road and the PTI with the potential to extend southwards over the railway lines to connect with the future development of the Belcon site. The street prioritises pedestrian movement and other forms of NMT as well as the proposed inner city transit system within a shared surface (refer to figure 46).

Inner city transit system and cycling to be accommodated in the shared space and to extend north of Voortrekker Road to Church Square in the Northern sub-precinct.

The Street will be characterised by a continuous shared surface, with differentiation of urban transit zone, cycle lanes on both sides of the road, a generous sidewalk space, with landscaped dwell areas and circulation. On-street loading bays which support retail activity will be

provided in alignment with the Access, Parking and Logistics Strategies (refer to Table 1).

Development lining the street will:-

- a. Support the activation of the street by supporting the development of retail and social amenity uses on the ground floor.
- b. Support visual connection between the lower floors and the street space either through the form of balconies or permeable surfaces thus enhancing passive surveillance.
- c. Support a 0m building line set back.
- d. Proposed building heights are reflected in Figure 55 and discussed in section 3.5.2.

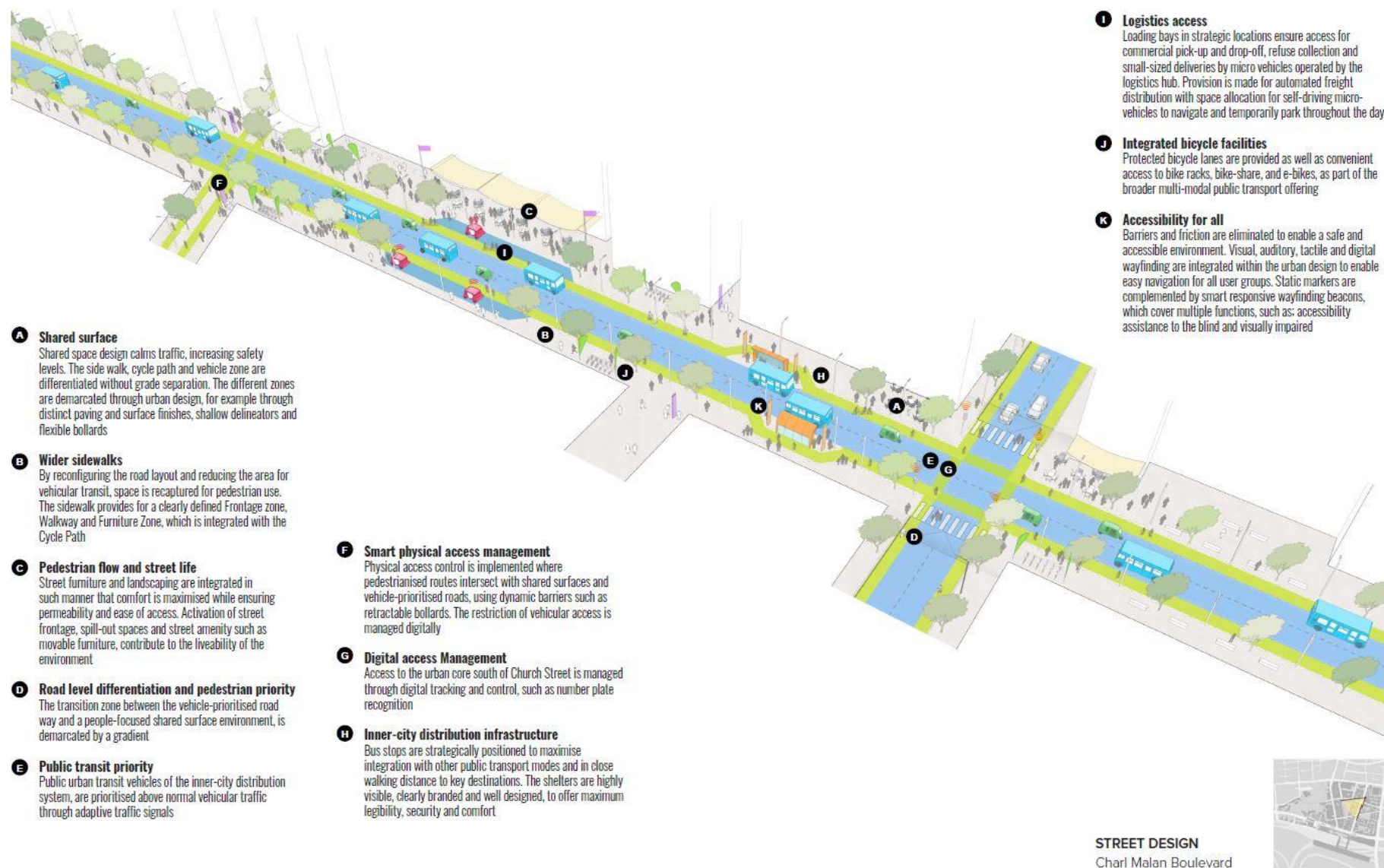


Figure 46: Charl Malan Concept

3.5.1.6. Tienie Meyer Bypass & South Street

Vehicular traffic will be separated from pedestrian activity by elevating private vehicle, bus and minibus taxi access at Tienie Meyer viaduct level (refer to figure 47). The ground floor (South Street) will be converted into a quality PTI forecourt that maximises integration of transport modes and accessibility between the PTI and the rest of the Bellville CBD Precinct (refer to figure 48).

Both public and private vehicular movement will be prioritised along Tienie Meyer. Several access and egress points into the proposed PTI will be accommodated from Tienie Meyer thus separating these movements from the more pedestrian focused public realm proposed on ground floor. Commuters will easily traverse the level difference through a proposed vertical movement core within the PTI.

The proposed urban transit system will operate along South Street thus facilitating easy access to the rest of the Precinct, Voortrekker Road and Church Square in the north. The urban transit will be accommodated within the shared surface roadway with the two directions separated by a median. Cycle lanes will also be provided within the shared space providing easy access to the wider NMT network.

Indented bus embayments on both sides of the median will be provided in order to allow for overtaking.

Informal trading, landscaped circulation and dwell areas will form a key component of the urban design response as well as the provision of adequate street lighting that is integrated within the viaduct structure.

Development lining the street will:-

- a. Enable adequate interface between the PTI and the Bellville CBD.

- b. Maximise the pedestrian realm. Separate the road space (where the transit operates) by a median.
- c. Provide indented bus embayments on both sides of the street to allow for overtaking.
- d. Proposed building heights will respond to the transport orientation of the PTI and are reflected in Figure 55 and discussed in Section 3.5.2. A landmark building at the end of Charl Malan is proposed.

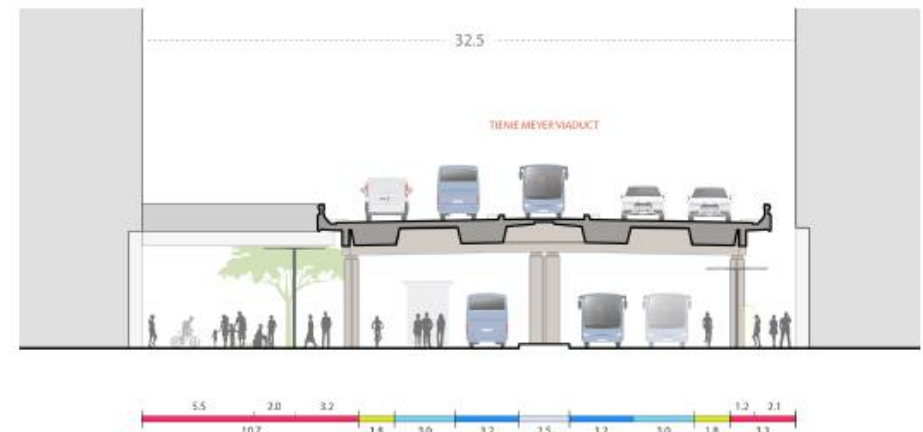
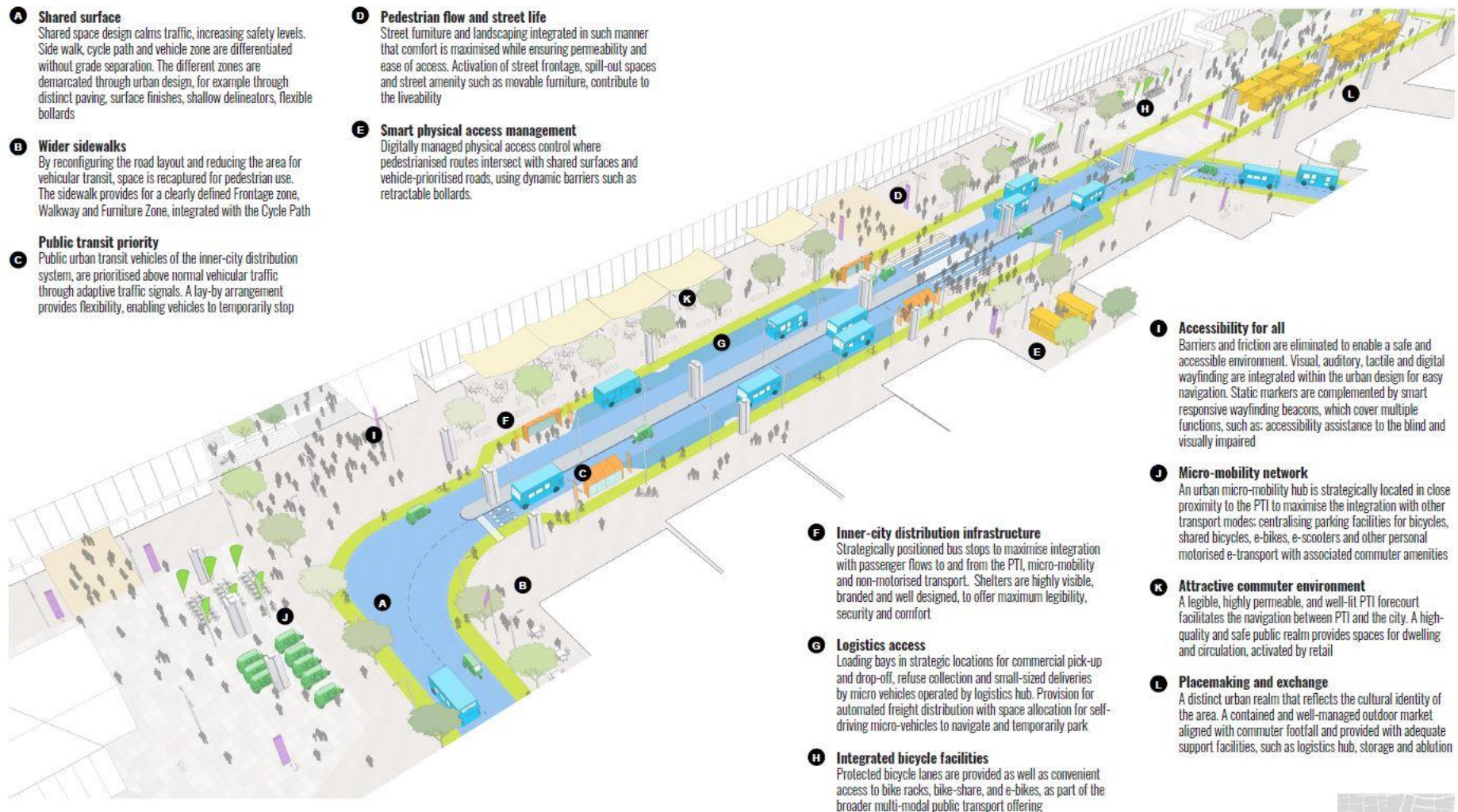


Figure 47: Tienie Meyer Bypass atop of South Street (looking west)



STREET DESIGN

PTI Forecourt beneath Tienie Meyer Viaduct

Figure 48: PTI Forecourt along South Street (beneath Tienie Meyer Bypass)

3.5.1.7. Blanckenberg Street and Kruskal Avenue

Blanckenberg Street and Kruskal Avenue are an important inner precinct pedestrian and cycle route linking the PTI with Voortrekker Road. The portion to the north of Church Street will prioritise private vehicle movement with pedestrian movements separated from the road surface. On-street parking on both sides of the road will be removed.

South of Church Street, pedestrian movement will be prioritised along Kruskal Avenue via controls placed on vehicular access and movement (refer to Table 1). No grade separation will be provided and in so doing, the road profile will be integrated as a continuous public realm (Figure 49).

Linking into the pedestrian desire lines, potential exists to create a pedestrian arcade through Middestad Mall linking the top and lower portions of Blanckenberg Street (Figure 51) and recreating the link between Voortrekker Road and the Bellville Station. A raised walkway could be created between the western and eastern buildings if a single secure access point is required between the two parts.

The following is recommended:-

- Loading bays and drop and go zones will be provided in accordance with the Bellville CBD Parking Strategy (Table 1). These bays will be identified via a change in paving and surfacing.
- Retail and commercial activities that support an active street frontage will be encouraged (Figure 47).
- Trading activities will be accommodated south of Church Street with a particular concentration leading into the PTI forecourt (Figure 49 and 50).
- Proposed building heights are to respond to the human scale as reflected in Figure 55 and discussed further in section 3.5.2.

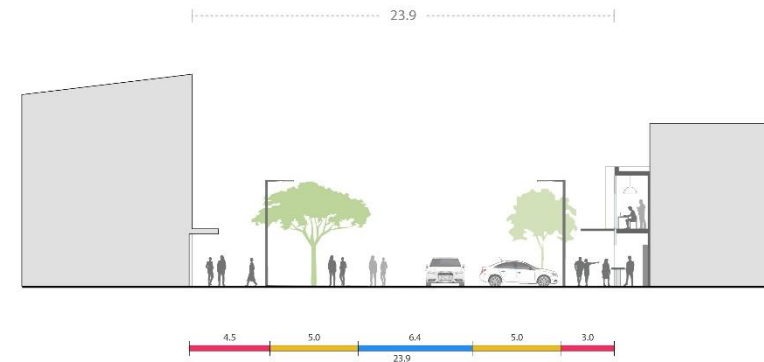


Figure 49: Positive interface between Middestad Mall and Kruskal Streetscape

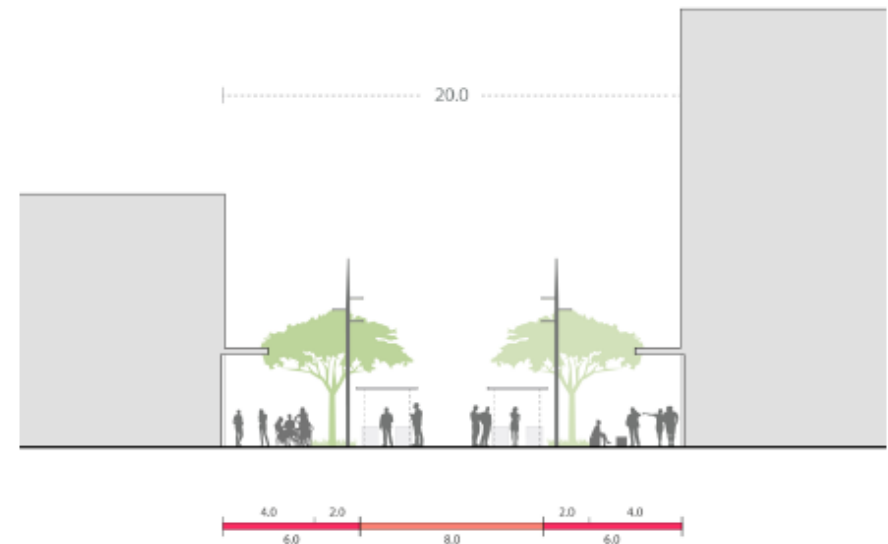


Figure 50: Lower Kruskal and Lower Blanckenberg Street Trading Area

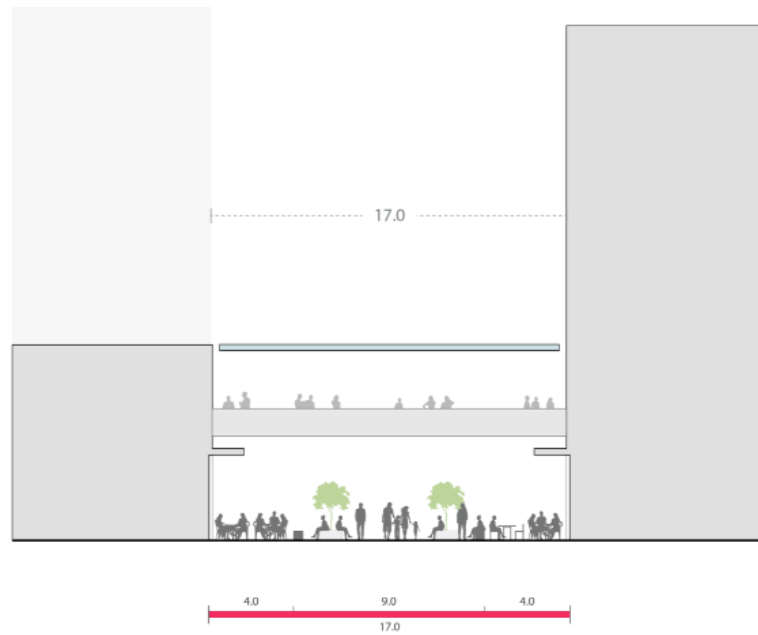


Figure 51: Proposed Pedestrian Arcade through Middestad Mall

3.5.1.8. Diagonal Street

A prime urban NMT connector, characterised by a continuous pedestrianised surface with hard and soft landscaping, accommodating a bi-directional bicycle lane; maximising east-west permeability.

The following is recommended:-

- a. A building set back of 0m
- b. Proposed building heights are to respond to the human scale as reflected in Figure 52.

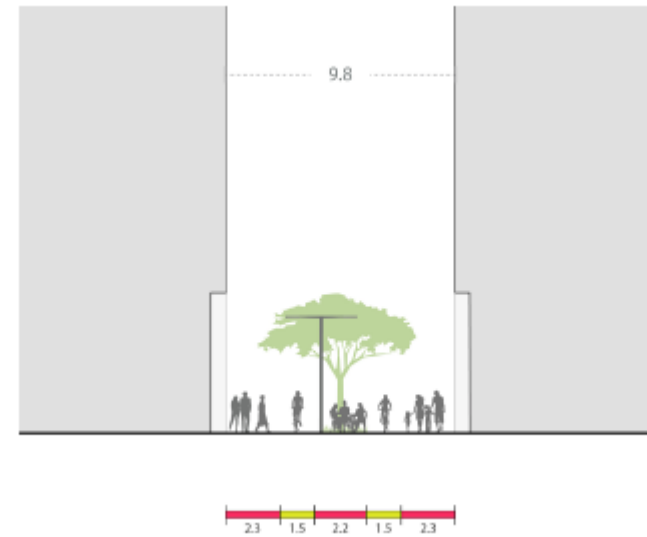


Figure 52: Proposed Diagonal Street

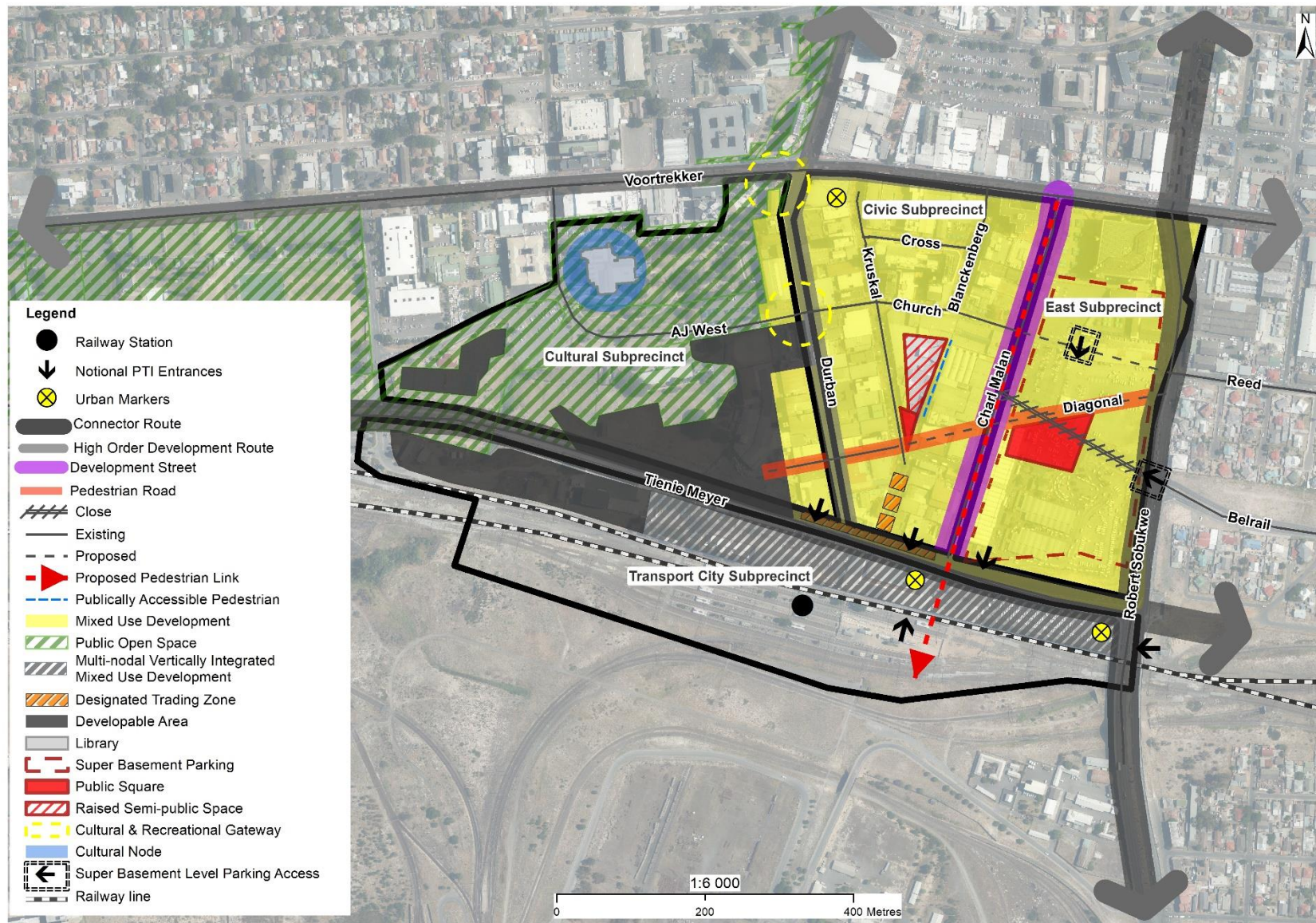


Figure 53: Local Spatial Development Framework

3.5.1.9. Sub-Precincts

As noted previously, the Precinct is divided into four character sub-precincts namely the East Sub-precinct, the Civic Sub-precinct, the Cultural Sub-precinct and the Transport City Sub-precinct (refer to Figure 54). Each Sub-precinct has a distinct character that is described below and unpacked further through the provision of structuring elements, development parameters and Land use considerations. It is important to note that this section should be read in combination with section 3.5.1 and the applicable streets.

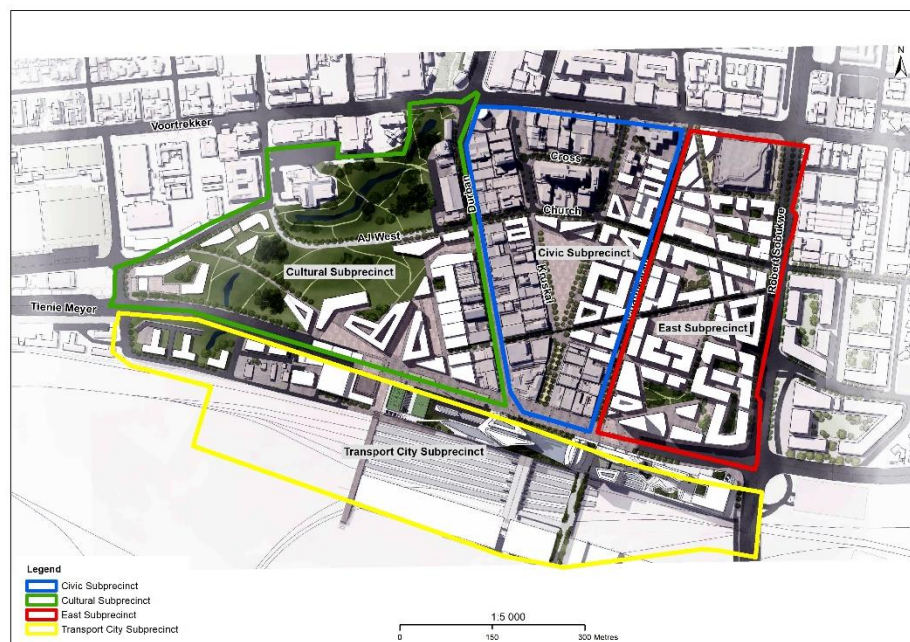


Figure 54: Precinct and Sub-precincts

A gradation of building heights is proposed with the taller buildings located along the predominately vehicular routes such as Robert Sobukwe and Tienie Meyer. However, a building scale that is aligned with the human scale is proposed to on the inner street networks (refer to figure 55). A few landmark buildings are proposed in strategic locations as a way of assisting with navigation and legibility whilst within the public realm. Examples of such landmark buildings are proposed on the corner of Voortrekker Road and Durban Road as well as at the proposed PTI which will undoubtedly be a major destination point.

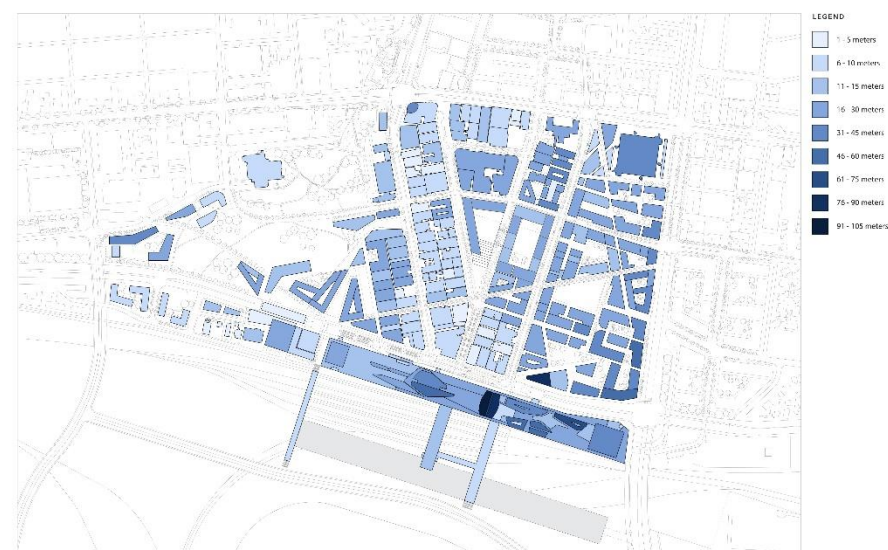


Figure 55: Proposed Building Heights

3.5.1.10. East Sub-Precinct (Read with Appendix C)

Development Vision (Figure 56)

The East Sub-Precinct provides an opportunity to strengthen the existing CBD precinct through eastward expansion onto underutilised city-owned land, whilst improving the connectivity of the precinct with the surrounding area to the east and to the north.

Three distinct attributes define the identity of the sub-precinct namely:-

- a. The conversion of Charl Malan into a pedestrian prioritised boulevard that runs across the precinct.
- b. The creation of a vibrant urban quarter that capitalises and promotes innovation, healthcare and education, combined with a significant government component. These functional hubs are underpinned by social amenity and residential provision.
- c. A subterranean parking facility that eases access and provides logistical and distribution benefits for the entire precinct.

The vision is to create integrated urban living where people work, live and play thus maximising the 24hr activity cycle and attracts a broader demographic mix to enjoy, dwell and reside in the CBD. This is aligned with the IDSDF&EMF however not concentrated to Erf 26364 alone.



Figure 56: East Sub-precinct Development Vision

Structuring Elements

The development framework proposes a major reconfiguring of the sub-precinct. The existing PTI will be relocated and the main structuring elements will be reconfigured, including (refer to figure 57):-

- Terminating Belrail Road east of Robert Sobukwe Road thus, enabling the lower portion of the sub-precinct to be reorganised in a more logical manner.
- Extending Reed Street westwards to link with Church and AJ West Streets. This route will act as a key east-west movement route.
- Redesigning Charl Malan Street into a pedestrian prioritised, but shared, boulevard linking Voortrekker Road with the railway station. The boulevard will be lined with dense mixed-use developments that enhance the street space through active street frontages.
- Upgrading Robert Sobukwe Road into a key north-south development corridor along which public transport and, private vehicle movement will link into the wider metropolitan network.
- Extend Diagonal Street from the south west across the site and terminating at Robert Sobukwe Road. Diagonal Street will enable permeability between the sub-precincts but also with the broader area to the east.
- Creating a new network of public spaces including a public square which will become the heart of the sub-precinct.
- Creating a large basement parking and logistics facility that will service the entire precinct thus reducing the need for on street parking and loading opportunities.

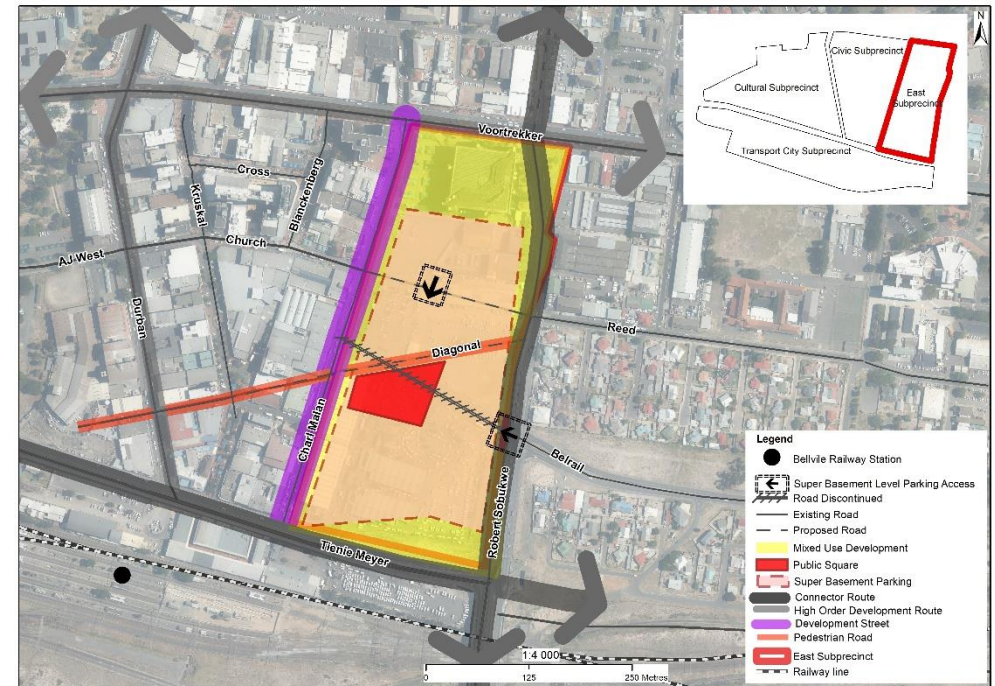


Figure 57: East Sub-precinct Spatial Proposals

Development Proposals: (Read with guidelines for Charl Malan Street, Tienie Meyer, and Robert Sobukwe Road as set out in section 3.5.1.)

- a. Enable a transition between public, semi-public and private spaces within the urban fabric through supportive development responses that enclose urban spaces through perimeter block development.
- b. Encourage a positive interface with the public realm, on the ground and first floor levels, in support of passive surveillance and active public/street interface.
- c. Support the following kinds of development in this sub-precinct:-
 - I. Government Precinct (public uses), and
 - II. Innovation District (educational facilities and research institutions, etc.).
- d. Support a gradation of building heights across the sub-precinct with taller buildings provided along Robert Sobukwe Road and Tienie Meyer Bypass as reflected in figure 53. A landmark building on the corner of Charl Malan and Tienie Meyer is proposed. The building would act as a visual beacon for the wider area and support the development proposed at the PTI.
- e. Support higher buildings along Robert Sobukwe Road and Tienie Meyer along which vehicular movement will be prioritised.
- f. Support building heights along Charl Malan Street that respond to the human scale.
- g. Development should support implementation of the NMT Strategy (refer to Appendix B) by means of strategically located bicycle storage facilities.

Proposed Land Uses & Development Guidelines (read with Appendix C):

- a. Intensive mixed-use infill development will be encouraged including, but not limited to, the following:
 - I. Education facilities;
 - II. Retail and commercial activities; and
 - III. Residential accommodation on the higher floors.
- b. Land uses that will be discouraged include:
 - I. Car dealerships, warehousing;
 - II. Scrapyards and builders' yards;
 - III. Large, single purpose, private surface car park;
 - IV. Plant nursery;
 - V. Industry, noxious trade or risk activity;
 - VI. Agricultural industry;
 - VII. Cemetery, Cremation or Abattoir; and
 - VIII. Any other activity that disrupts the creation of a continuous and quality public realm.
- c. Development to align with and implement the Bellville CBD Access, Logistics, Parking Strategies (refer to Table 1) by means of conditions incorporated into land development applications and the proposed TOD Basezone (refer to section 4.2.1).
- d. The parking requirements associated with the Public Transport 2 zone applies but this should be read in combination with the CBD Parking Strategy (refer to Table 1) as well as the TOD Basezone (refer to section 4.2.1) which propose the introduction of a maximum parking requirement.

3.5.1.11. Civic Sub-Precinct (Read with Appendix C)

Development Vision (refer to figure 58)

The Civic Sub-Precinct provides the opportunity to create a civic heart to the Precinct. Reinstating a reimagined public square will transform the sub-precinct into a vibrant centre of civic life. The existing public space on the corner of Diagonal Street and Kruskal Avenue is an important knuckle to pedestrian movement and gathering. Creating a pedestrian arcade through the Middestad Mall and linking lower and upper portions of Blanckenberg Street is encouraged. This will enable pedestrian movement to traverse between Voortrekker Road and the Station in a more direct manner whilst also interacting with the retail activities within the Mall.

Overtime, as the Mall is upgraded and redeveloped, the prospect of creating a terraced privately managed public space could link with the public square on the corner of Diagonal Road thus, increasing the public space. Social amenity, retail and hospitality focused activities will delineate the public square and activate the public realm.

Two important pedestrian routes, namely Kruskal Avenue and Blanckenberg Street, link Voortrekker Road with the PTI. Vehicular movement along Kruskal will be limited and will operate at grade thus, enabling the road profile to integrate and extend the public realm of the square into the road space.

North of Church Street, a higher education hub is proposed that responds to the existing UWC Bellville Medical Centre. Combined with student accommodation and associated social and retail amenity, these proposals reinforce the reimagined public square.

Incremental regeneration is envisaged of the existing smaller grain fabric to the south and west of the precinct, in response to the increased footfall and activity attracted by the revitalised CBD.

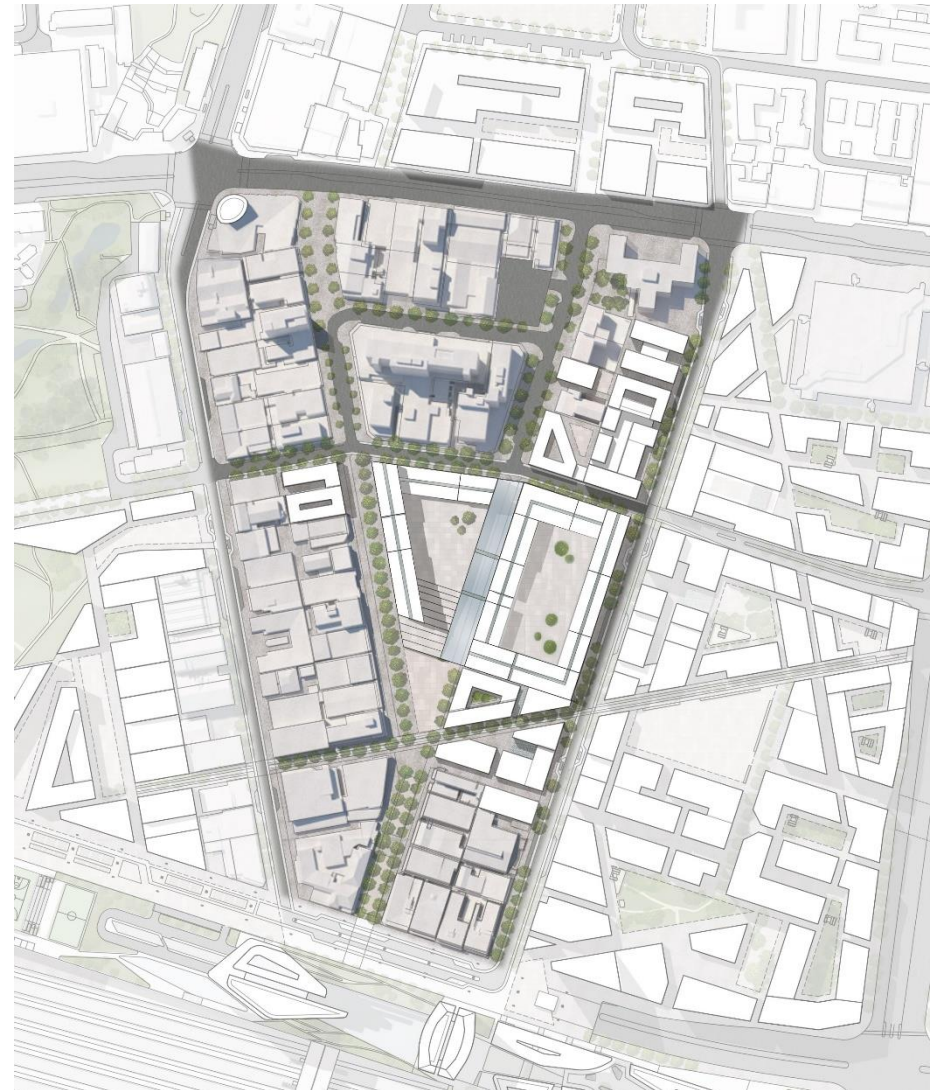


Figure 58: Civic Sub-precinct Development Vision

Structuring Elements

The proposals for the Civic Sub-precinct aim to enhance the sub-precincts role as the urban heart of the wider CBD. This is proposed through (refer to figure 59):-

- The incremental reinstatement of a reimagined public square which starts with the square on Diagonal Street and, overtime, could extend into Middestad Mall.
- Promoting and enhancing the public realm with a focus on developing a pedestrian priority/ shared street network to the south of Church Street with access control measure to private vehicular movement provided through the Access Management Strategy.
- Extend Diagonal Street from the south west across the sub-precinct. Diagonal Street will improve east west permeability and link the sub-precincts with the surrounding area.
- Redesign Charl Malan Street into a pedestrian prioritised shared surface that links Voortrekker Road with the railway station and along which a vibrant high street environment can be created.
- Redesign Durban Road with a focus on creating a more pedestrian prioritised shared space to the south of Church Street.

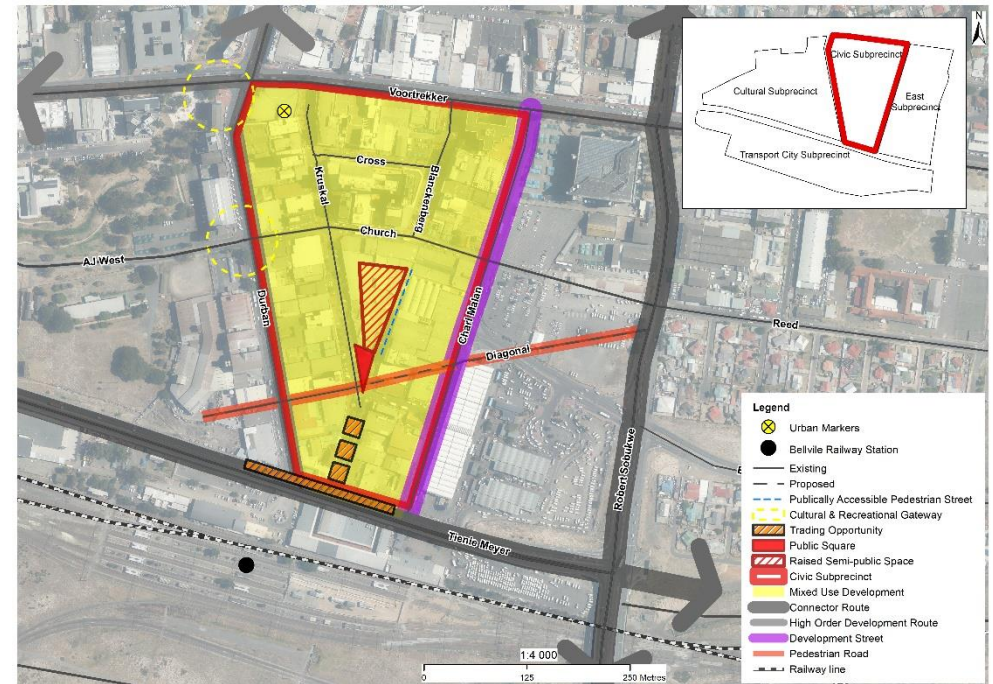


Figure 59: Civic Sub-precinct Spatial Proposals

Development Proposals (Read with guidelines associated with Charl Malan, Kruskal Avenue, Blanckenberg Street, Tienie Meyer, and Durban Road)

- a. Enable a transition between public, semi-public and private spaces within the urban fabric through supportive development responses that enclose urban spaces through perimeter block development.
- b. Support retail, amenity and recreational type activities on the lower, more accessible levels that activate the public realm and lengthen the cycle of daily life and support of passive surveillance.
- c. Support the clustering of educational facilities surrounding the existing UWC Medical centre and north of the public square.
- d. Support student accommodation and associated social and retail amenities.
- e. Support the following kinds of development in this sub-precinct:-
 - I. Educational activities; and
 - II. Student living.
- f. Support a gradation of building heights across the sub-precinct in a manner that responds to the surrounding character while contributing to visual navigation and appropriately enclosing the public realm.
 - I. Building heights of 20m will be supported to the south of Church Street. The exception being a landmark building on the northern side of the public square which may reach 33m;

- II. Buildings to the north of Church Street to not exceed 36m; and

- III. A landmark building of up to 36m is proposed on the corner of Voortrekker and Durban Roads. This building will act as a navigation beacon.

- g. Development should support implementation of the NMT Strategy (refer to Appendix B) by means of strategically located bicycle storage facilities.

Proposed Land Uses & Development Guidelines (read with Appendix C):

- a. Intensive mixed-use infill development will be encouraged including, but not limited to, the following:
 - I. Government sector activities;
 - II. Education/ research facilities;
 - III. Retail and commercial activities; and
 - IV. Residential accommodation on the higher floors.
- b. Land uses that will not be discouraged include:
 - I. Car dealerships, warehousing;
 - II. scrapyards and builders' yards;
 - III. Large, single purpose, private surface car park;
 - IV. Plant nursery;
 - V. Industry, noxious trade or risk activity;
 - VI. Agricultural industry;
 - VII. Cemetery, cremation or abattoir; and

- VIII. Any other activity that disrupts the creation of a continuous and quality public realm.
- c. Development to align with and implement the Bellville CBD Access, Logistics, Parking Strategies (refer to Table 1) by means of conditions incorporated into land development applications and the proposed TOD Basezone (refer to section 4.2.1).
- d. The parking requirements associated with the Public Transport 2 zone applies but this should be read in combination with the CBD Parking Strategy (refer to Table 1) as well as the TOD Basezone (refer to section 4.2.1) which propose the introduction of a maximum parking requirement.

3.5.1.12. Cultural Sub-Precinct (Read with Appendix C)

Development Vision (refer to figure 60)

The Cultural Sub-Precinct provides an opportunity to strengthen the Elsiekraal River corridor as the green lung of Bellville and the cultural gateway between the urban and the natural realm.

Two distinct attributes define the identity of the sub-precinct:-

- a. Celebrating and strengthening Bellville's heritage. Revitalise the Elsiekraal River corridor, the genesis of the sub-precinct, into a fully integrated green network that is a key recreational and cultural destination point. This is underpinned by networking existing public facilities such as the Bellville Public Library, the Bellville Sports Complex, the Hardekraaltjie Camp Site and the Provincial Heritage Sites of the 12 Mile Post and the Oil Lamp.
- b. Stimulating artistic expression of multiple generations through creating a creative engine of future Bellville. The existing cultural fabric is complemented with new facilities promoting arts and creative entrepreneurship including a learning space and a cultural museum.

The Bellville Integrated Recreational Framework (2020) provides a clear vision for this portion of the sub-precinct. It identifies the need to strengthen the continuity of the Elsiekraal River Corridor into the Bellville Sports Complex and the Hardekraaltjie Camp Site to the west. This is supported in the LSDF.

The Cultural sub-precinct links directly into the green network that extends from the Elsiekraal River, along the Bellville Sports Complex towards Hardekraaltjie in the west. The Sub-precinct forms a core natural and recreational space that forms the transition between the green network and the urban form of the Bellville CBD and the proposals

put forward aim to enhance and strengthen this transition through improved permeability and a more active interface.



Figure 60: Cultural Sub-precinct Development Vision

Structuring Elements

The proposals for the Cultural Sub-precinct aim to enhance the cultural and social amenity of the sub-precinct while enhancing the transition between the urban and the natural realm. This is proposed through (refer to figure 61):-

- Reconfiguring the eastern entrances into Elizabeth Park so as to create more active interfaces whilst also creating landmarks that will assist with local navigation.
- Aligned with the Bellville Integrated Recreational Framework (2020), relocate the netball courts into the Bellville Sport Complex thus, creating an opportunity for infill development. Keeping in mind the equal need for development and a sports node.
- Reinforce the heritage and cultural value of the sub-precinct through the delineation of cultural gateways/ transition spaces (refer to Section 4.3).
- Facilitate NMT movement through the provision of cycle and pedestrian routes that link into the wider networks.

These interventions will enable the development of the Culture sub-precinct into a culturally diverse neighbourhood with unique public space offerings that stimulate community life and exchange within the context of an improved ecologically functioning river corridor.

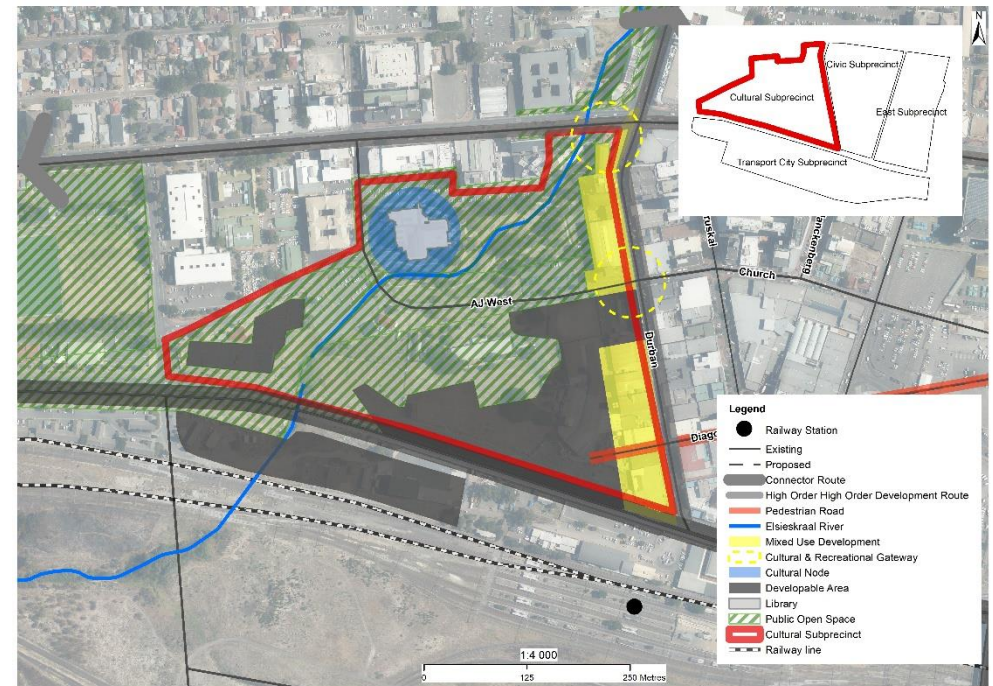


Figure 61: Cultural Sub-precinct Spatial Proposals

Development Proposals (Read with guidelines associated with Tienie Meyer, AJ West, and Durban Road)

- a. Enable a transition between public, semi-public and private spaces within the urban fabric through supportive development responses that enclose urban spaces through perimeter block development.
- b. Support retail, amenity and recreational activities on the lower, more accessible levels that activate the public realm and lengthen the cycle of daily life and support of passive.
- c. Promote residential intensification, including affordable housing and student accommodation options, within the sub-precinct.
- d. Support cultural, recreational and amenity activities within the sub-precinct.
- e. Work towards intensification of multi-functional¹³ uses around the public library (cultural museum annex).
- f. Support the relocation and development of the netball courts.
- g. Support a gradation of building heights across the sub-precinct with taller buildings being clustered around the southern and eastern parts of the sub-precinct.
 - I. Support building heights up to 13m around Elizabeth Park.

¹³ Multi-functional uses refers to the combination of different yet compatible functions with one physical framework to serve a variety of social and community groups, allow for a wider range of facilities that reinforce one another in close proximity, offering greater access to

- II. A maximum building height of 26m will be supported on the eastern edge of the Netball Courts as well as along the Tienie Meyer Bypass.
- h. Support the activation of the green network by avoiding the creation of blank walls facing the public realm including the Elsiekraal River Corridor and Elizabeth Park.
 - i. Support the design and creation of a series of gateways into the Park including the Voortrekker Road entrance, the AJ West Street – Durban Road entrance and the Bellville Sports Complex/ Hardekraaltjie entrance in line with the Bellville Heritage Study (Section 4.3).
 - j. Development should support implementation of the NMT Strategy (refer to Appendix B) by means of strategically located bicycle storage facilities.

Proposed Land Uses & Development Guidelines (read with Appendix C):

- a. Intensive mixed-use infill development will be encouraged including, but not limited to, the following:
 - I. Residential accommodation with associated social and amenity activities;
 - II. Recreational activities including running, walking trails and cycle paths;
 - III. Tourism activities such as arts, craft and food markets;
 - IV. Places of entertainment; and

potential users. Differentiation in activity may be physical (different activities on different floors or premises of the same building) or in time (using the same facility for different activities, but at different times).

- V. Retail and commercial activities.
- b. Land uses that will be discouraged include:
 - I. Car dealerships, warehousing;
 - II. Scrapyards and builders' yards;
 - III. Large, single purpose, private surface car park;
 - IV. Plant nursery;
 - V. Industry, noxious trade or risk activity;
 - VI. Agricultural industry;
 - VII. Cemetery, cremation or abattoir; and
 - VIII. Any other activity that disrupts the creation of a continuous and quality public realm.
- c. Development to align with and implement the Bellville CBD Access, Logistics, Parking Strategies (refer to Table 1) by means of conditions incorporated into land development applications and the proposed TOD Basezone (refer to section 4.2.1).
- d. The parking requirements associated with the Public Transport 2 zone applies but this should be read in combination with the CBD Parking Strategy (refer to Table 1) as well as the TOD Basezone (refer to section 4.2.1) which propose the introduction of a maximum parking requirement.

3.5.1.13. Transport City Sub-Precinct (Read with Appendix C)

Development Vision (refer to figure 62)

The Transport City sub-precinct is a civic hub centred on a multi-modal vertically integrated PTI. In addition to its functionality as a large-scale transport terminal, it embeds the necessary social amenity and economic opportunity to function as a fully integrated Bellville quarter by means of significant air rights development (i.e. above the PTI).

The entire precinct is defined by the concept of exchange. It has a strategic function of integrating the broader TOD transport framework, enabling the connections and interchange between modes internally and linking with the CBD precinct as a gateway to Bellville.

The sub-precinct will be a vertical city, offering a broad range of urban functions including retail, social and cultural amenity to commercial and residential. Anchor uses, such as a theatre or conference facility, can also be accommodated. The proposed activities support the transport functions whilst enhancing a diverse offering that enables a longer cycle of daily life.

Vehicular movements will be separated from pedestrian activities by elevating private car, bus and minibus-taxi movement at the Tienie Meyer viaduct. The ground level will be a high quality and safe public realm that seamlessly integrates the PTI hub with the CBD Precinct.

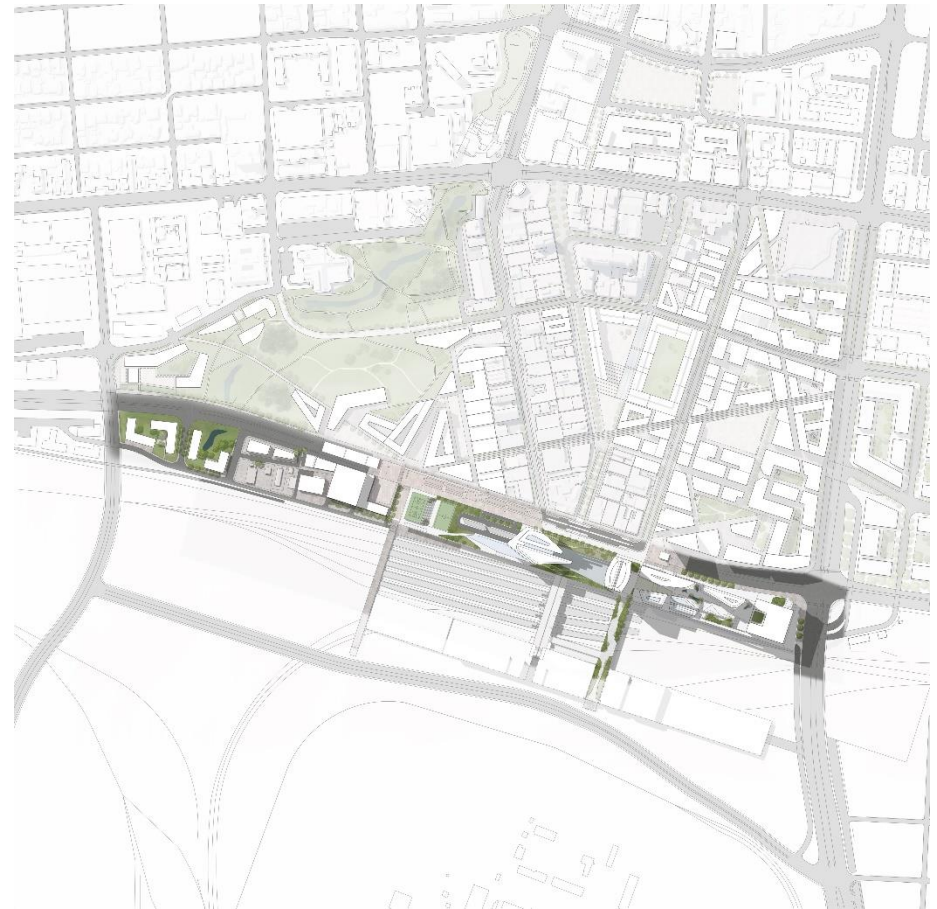


Figure 62: Transport City Sub-precinct Development Vision

Structuring Elements Spatial Proposals

The development of a Transport City Sub-precinct into a vertically integrated mobility hub is central to the development vision of the entire CBD Precinct. Consolidating the existing public transport offerings into a single, vertically integrated transport hub will free up large tracts of City-owned land for alternative land uses whilst also improving the interchange between modes as a result of spatial consolidation. The main proposal involves (refer to figure 63):-

- Create a quality PTI forecourt that seamlessly connects the PTI with the CBD Precinct by elevating vehicular traffic;
- Developing a new generation vertically integrated PTI;
- Intense development above the transport hub through the activation of air rights;
- Extend Charl Malan Boulevard over the railway trace providing a link between the Bellville CBD Precinct and Caledon extension in the medium term and the Belcon site in the future; and
- Create the opportunity to extend Landdros Street over the railway line with the aim of linking with Caledon extension in the medium term and Francie van Zijl Drive in the long term.

The proposals aim to order the sub-precinct's in a manner that consolidates the sub-precinct's function as a key transport interchange whilst facilitating intensive, mixed use, high-density development.

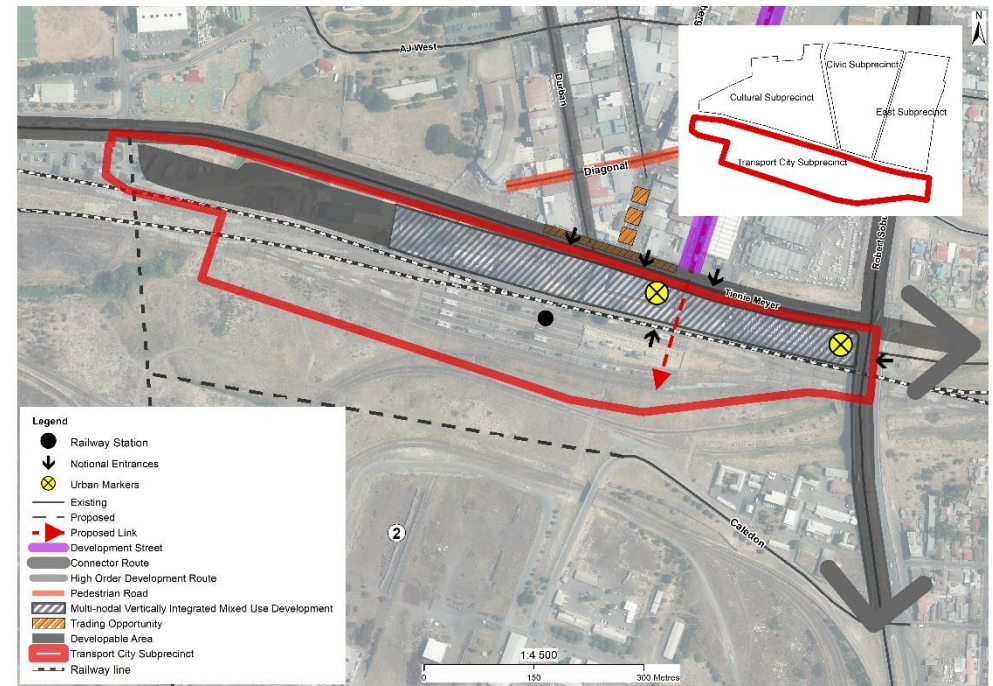


Figure 63: Transport City Sub-precinct Spatial Proposals

Development Proposals (Read with guidelines associated with Tienie Meyer, Robert Sobukwe)

- a. Support high-density mixed-use infill development.
- b. Enable the separation of vehicular traffic from the public realm on ground floor thus creating a seamless interface with the rest of the Precinct.
- c. Create a vertically integrated city through the use of air rights (i.e. above the PTI) which is underpinned by a vertically stacked PTI.
- d. Promote informal trading in designated trading areas along high volume pedestrian traffic routes paired with well-designed trading units and convenient access to storage.
- e. Development should support the implementation of the NMT Strategy (refer to Appendix B) by means of strategically located bicycle storage facilities.
- f. Support a gradation of building heights across the sub-precinct.
 - I. A range of buildings heights will be supported in response to improving legibility and positivity responding to the public realm.
 - II. A landmark building with a maximum height of 66m will be proposed for the southern axis of the Blanckenberg Street and Tienie Meyer Bypass.
 - III. A landmark building with a maximum height of 73m will be supported for the southern axis of Charl Malan Boulevard and Tienie Meyer Bypass.

Proposed Land Uses & Development Guidelines (read with Appendix C):

- a. Intensive mixed-use infill development and transport activities will be encouraged including, but not limited to, the following:
 - I. Transport use including multi storey parking facility;
 - II. Air and underground rights;
 - III. Residential accommodation with associated social and amenity activities;
 - IV. Place of assembly, entertainment, hotel, and conference facilities; and
 - V. Retail and commercial activities.
- b. Land uses that will discouraged include the following:
 - I. Car dealerships, warehousing;
 - II. scrapyards and builders' yards;
 - III. Large, single purpose, private surface car park;
 - IV. Plant nursery;
 - V. Industry, noxious trade and risk activity;
 - VI. Agricultural industry;
 - VII. Cemetery, cremation or abattoir; and
 - VIII. Any other activity that disrupts the creation of a continuous and quality public realm.
- c. Development to align with and implement the Bellville CBD Access, Logistics, Parking Strategies (refer to Table 1) by means of conditions incorporated into land development applications and the proposed TOD Basezone (refer to section 4.2.1).

- d. The parking requirements associated with the Public Transport 2 zone applies but this should be read in combination with the CBD Parking Strategy (refer to Table 1) as well as the TOD Basezone (refer to section 4.2.1) which propose the introduction of a maximum parking requirement.

4. IMPLEMENTATION PLAN



The implementation plan aims to guide the City's interventions in the Bellville CBD and surrounding area and to develop appropriate institutional responses, mechanisms and an Implementation Programme that can be refined over time to realise the LSDF. The LSDF provides a spatial vision and guidance for physical interventions – but the implementation of this LSDF requires the collaboration and efforts of the full range of City line departments, urban stakeholders and implementing agencies, including residents, communities, national and provincial government, and the private sector amongst others.

This chapter sets out and describes the projects that will enable the Bellville CBD LSDF vision to be realised. In some instances, these projects extend beyond the LSDF study area providing a more integrated and efficient link between the CBD and the surrounding area. The chapter presents interventions relating to transport, heritage, as well as the natural and recreational network, which are based on more detailed studies.

4.1. Implementation and Investment Pipeline

The following table describes projects that support the implementation of the LSDF across the CBD and the broader area. Potential project owners, and supporting partners, have been proposed.

In order for Bellville to succeed as a vibrant, liveable and sustainable secondary CBD of the City, there must be:-

- a. A significant shift towards public transport. This will require a significant shift in policy, the return to 2012 level rail operations, the introduction of the Blue Downs rail line and the transformation of the road based public transport offerings;
- b. An increased focus on walking, cycling and the required supportive infrastructure;
- c. A change in the way private car usage is managed in the precinct and a meaningful shift from private vehicle ownership with proposals to increase car-pooling and rental pools;
- d. A reduced dependency on internal combustion engines, with an increased use of electric or hydrogen vehicles;
- e. An increased inter-dependency between the private and public sector in the development of the Bellville Future City; and
- f. Significant densification and affordable housing infill.

Table 2: Implementation and investment pipeline (refer to figure 64 for all road proposals)

BELLVILLE WIDE IMPLEMENTATION PROJECTS						
NO.	PROJECT	THEME/ CATEGORY	PROJECT DESCRIPTION	TIME FRAME ¹⁴	PROJECT OWNER	SUPPORTING PARTNER

¹⁴ Timelines are divided into short, medium and long-term projects. Short-term projects consists of projects to be undertaken in the 0-5 year period. Medium-

term project are to undertaken in the 5 – 10 year period and long-term projects are for the 10+ year period.

1.	Improvements in rail operations	Transport	Investment in rail infrastructure to facilitate the return of rail operations to 2012 levels	Short to long term	NDoT, PRASA	Transnet, CCT Urban Mobility, DT&PW
2.	Road-based public transport transition	Public Transport	Transition the road based public transport offerings into a scheduled service that integrates with the rail network with a focus on commencing a pilot in Bellville.	Short/ medium	Urban Mobility	NDoT, DT&PW, UCI
3.	Robert Sobukwe Road extension	Road Scheme	Extend and widen Robert Sobukwe Road northwards to the N1 (Figure 62): - Commence and accelerate land acquisition - Embark on phased implementation	Short	Urban Mobility	WCG: DT&PW, NMT, Property Management, UCI
4.	Tienie Meyer Bypass extension	Road Scheme	Extend Tienie Meyer Bypass eastward: - Commence and accelerate land acquisition - Embark on phased implementation	Short	Urban Mobility	Property Management, UCI
5.	Market/ AJ West/ Church/ Reed Streets	Road Scheme	Extend Market/ AJ West/ Church/ Reed Streets: - Commence and accelerate land acquisition - Embark on a phased implementation with first phase focused on the portion across Paint City	Short	Urban Mobility	Property Management, UCI
6.	Realignment of Carl Cronje Drive	Road Scheme	Realignment of Carl Cronje Drive: - Commence with preliminary design	Medium	Urban Mobility	WCG: DT&PW
7.	C-D roads on N1 at Carl Cronje Drive	Road Scheme	Carl Cronje Drive C-D Roads onto N1: - Commence with preliminary design	Medium	SANRAL	WCG: DT&PW, Urban Mobility, NDoT
8.	Frans Conradie Drive	Road Scheme	Progress the planning and design work for the extension of Frans Conradie Drive to Bill Bezuidenhout Avenue	Medium	Urban Mobility	WCG: DT&PW
9.	Maree Street	Road Scheme	Progress the planning and design work for the eastward extension of Maree Street	Medium	Urban Mobility	UCI
10.	Willie Hofmeyr Avenue	Road Scheme	Progress the planning and design work for the southward extension of Willie Hofmeyr Avenue to Sackson Street.	Medium	Urban Mobility	UCI, WCG: DT&PW
11.	Peter Barlow Drive	Road Scheme	Progress the planning and design work for the northern extension of Peter Barlow Drive.	Medium	Urban Mobility	UCI, WCG: DT&PW
12.	Landdros Street	Road Scheme	Progress the planning and design work for the southern extension of Landdros Street	Medium	Urban Mobility	UCI, Transnet
13.	Precinct management model	Economic Development	Develop options analysis for a precinct management model for the Bellville CBD.	Short	UCI	MURP, Finance, UPD, Urban Mobility, CS&H
14.	Property management model	Land use	Develop a management model for mixed tenure/ mixed land use.	Short	UCI	Property Management
15.	Trading plan	Economic Development	Develop and implement a trading plan to support the incremental formalisation of informal trading. The trading plan to align with the placemaking strategy and proposed urban design responses. The plan to identify spaces where trading is permitted and to include a management and an operational plan.	Short	Area Economic Development	UPD, UCI, GTP
16.	Housing densification	Housing development	Support housing intensification by means of:- - Finalise Bellville's housing investment and management model;	Short/ medium	Human Settlements	UPD, UCI, Property Management

			- Package enabling land rights to facilitate the development of state land; - Facilitate the release of public land to enable affordable and social housing development schemes; and - Facilitating affordable student accommodation.			
17.	Caledon and Landdros Street extension	Transport	Investigate and pursue the resolution of the road network to the south of the railway line from which access into the PTI will be obtained.	Short/medium	Urban Mobility	UCI, PRASA, Transnet
18.	Inner CBD Feeder/ Distribution system	Public Transport	Inner CBD feeder service operating along Charl Malan Street, Durban Road and Vrede Street)	Medium	Urban Mobility	Urban Mobility, operators / VOCs, UCI
19.	Heritage Impact Assessment	Heritage	Engage with Heritage Western Cape to undertake a proactive Heritage Impact Assessment for areas identified in the Bellville Heritage Study, 2021.	Short/ Medium	UCI	Heritage & Environment, Arts & Culture, Heritage Western Cape, UPD.
20.	Memorialisation of heritage items/ sites	Heritage	Following the findings of the Bellville Heritage Study (2021), undertake stakeholder engagement process to unpack and identify projects to take forward together with an implementation strategy (manifesting in quality public spaces). Refer to Section 4.3 for further information on possible projects.	Short	Heritage & Environment, A&C	UCI, ACC, SC6, CS&H
21.	TOD Basezone / Incentive Overlay Zone	Land Use Planning/ Regulatory	Incorporate a TOD Basezone (or an incentive overlay zone) category in the DMS for the area as illustrated in Section 4.2.1 below. Undertake stakeholder engagement to finalise the establishment of a TOD Basezone/ incentive overlay zone for the Bellville CBD.	Short	UPD & UCI	UCI, CS&H, EHM
22.	Core CBD Movement System	Road	Progressively implement the proposed movement system in a phased manner over the short, medium and long term – with shared spaces).	Short	Urban Mobility & UCI	UPD
23.	Access Strategy	Transport/ Land use integration	Refine and adopt the Bellville CBD Access Strategy (refer to Table 1). Phase in the Bellville CBD Access Strategy with the implementation of the TOD Basezone, the master basement parking facility, park and ride facilities, and the reconstruction of the road network to support the Access Strategy.	Short	Urban Mobility	UPD, Development Management
24.	Logistics Strategy	Transport/ Land use integration	Refine and adopt the Bellville CBD Logistics Strategy (refer to Table 1). Phase in the Bellville CBD Logistics Strategy with the implementation of the TOD Basezone, the master basement parking facility, the creation of the logistics hubs and the reconstruction of the road network.	Short	Urban Mobility	UPD, Development Management
25.	Parking Strategy	Transport/ land use integration	Refine and adopt the Bellville CBD Parking Strategy (refer to Table 1). Phase in the Bellville CBD Parking Strategy with the implementation of the TOD Basezone, the master basement parking facility, park and ride facilities, and the reconstruction of the road network.	Short	Urban Mobility	UPD, Development Management
26.	Wider NMT Network	NMT / Transport	Incorporate the NMT proposals into the City's NMT Strategy (refer to Appendix B): • NMT link along Charl Malan Street/ Boulevard, over railway line to connect with Caledon Street Extension. • Formalise the NMT Strategy through the upgrade of the road network. Incremental implementation of NMT routes	Medium	Urban Mobility	UCI, UPD, Development Management, CS&H

27.	NMT Strategy/ Community Cycling Initiative	Non-motorised transport	Plan, coordinate and drive the implementation of a comprehensive community cycling initiative which, involves key roleplayers, with the objective of increasing the mode share in an around the Bellville CBD. Including the establishment of a Bellville NMT Working Group to guide and coordinate planning and shared implementation of NMT within and around the Bellville CBD.	Short	Urban Mobility, UCI	GTP, Higher Education Forum, Civil Society
28.	Belcon Study	Future Research	Undertake a pre-feasibility study, inclusive of a cost benefit analysis, to explore the relative merits of Belcon vs Kraaicon as the location of an inland terminal.	Short	UCI, Urban Mobility	WCG: DT&PW, WCG: DED&T
29.	Sustainability Study (including utility investment pipeline)	Resilience	Develop a sustainable strategy including: - Investigate options for the provision of bulk utilities to the Bellville CBD on an area/ precinct scale; and - Develop an investment pipeline of infrastructure projects aligned to development take up.	Short	UCI Energy (SEM)	UPD
30.	High voltage electricity line through East Sub-Precinct	Utility Infrastructure	Investigate the possible mitigating actions for the high voltage electricity cable that is planned to traverse the study area (along Belrail, north on Charl Malan Street/ Boulevard, and west on Church Street) with particular focus placed on the East Sub-Precinct.	Short	Energy	Urban Mobility, UCI, Property Management.
31.	Innovation District	Economic Development	Investigate the potential of an Innovation District as a catalyst for furthering the realisation of the LSDF. Identify any potential obstacles.	Short	Enterprise & Investment & UCI	Higher Education Institutions, Business, GTP
32.	Liveable urban water ways	Infrastructure	Develop the Elsieskraal River Corridor as an exemplar project for the sustainable urban waterways initiative. This may include the development of a river management plan.	Short	Water & sanitation Recreation & Parks	UCI, GTP, Friends of the Park, UPD, CS&H, Catchment Management
33.	Further Sub-Precinct Investigations	Planning	Progress the planning for the: - Northern Sub-Precinct (the area to the north of Voortrekker Road) including activating Maree Street road scheme. - Belrail Sub-Precinct (the area to east of Robert Sobukwe Road). Refer to IDSDF&EMF. - Bellville Library Complex, the Sports Complex and Hardekraaltjie. With reference to the Level 1 Node ascribed to Bellville through the CSHIP.	Short/ Medium	UCI	Recreation & Parks, Urban Mobility, PRASA, Transnet, UPD
34.	Placemaking strategy	Placemaking	Establish urban design guidelines aligned with the objectives of creating a quality and activate public spaces that promote NMT.	Short	UCI & Urban Mobility	UPD, GTP
35.	Safe spaces	Social Services	Undertake an options analysis to upscale capacity to deal with homelessness, by way of the City's Safe Spaces programme.	Short	SD&ECD	UCI, GTP, MES, VRCID
36.	Public realm improvements	Placemaking	Plan and drive the progressive improvements to the public realm. Inclusive of:- - The Kruskal Avenue upgrade work; - Instillation of public art; - Public ablutions; - Public lighting; and - Tree survey and approach to tree management.	Short	UCI	Urban Mobility, lighting, UPD, GTP, Recreation & Parks, CS&H
37.	Trading Plan	Economic Development	Develop trading plan that contributes to the creation of a quality public realm with a variety of retail offerings. The trading plan to include a management and operations plan. The trading plan to	Short/ medium	AED, Urban Design Branch	Urban Mobility, GTP, Urban Management

			investigate possible concentrated market areas in the short to long term including the: - A portion of South Street - The Charl Malan – Belrail corner			
38.	Francie van Zyl Extension	Road Scheme	Extend Francie van Zyl eastward	Medium	Urban Mobility	UCI

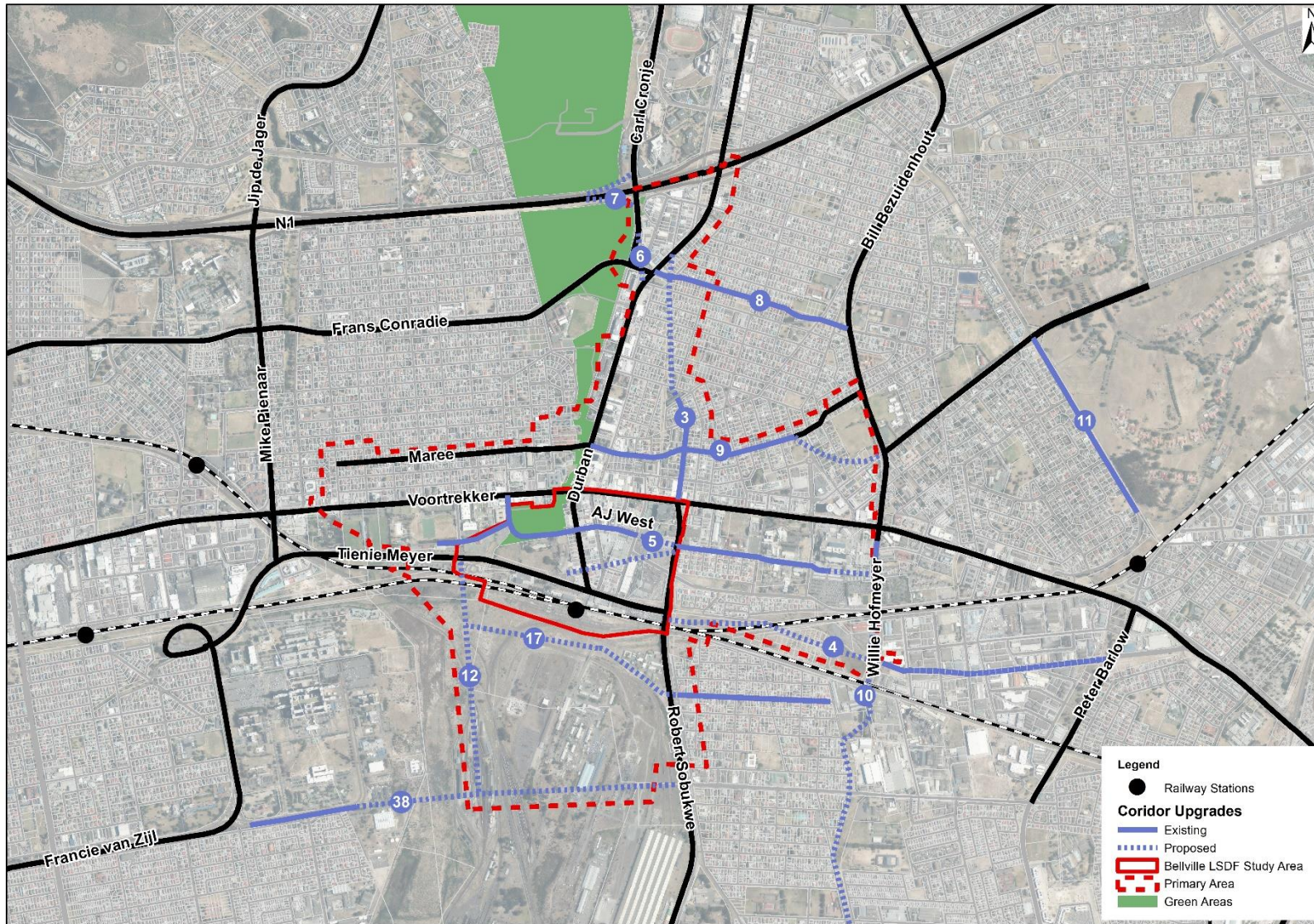


Figure 64: Road Proposals

4.1.1.1. East Sub-Precinct

The following table includes a list of projects, and further investigations, that need to be implemented in East Sub-precinct in order for the Bellville LSDF to be realised. The table includes a brief description of each initiative as well as an indication of the possible prioritisation of the project and the proposed project owner.

Table 3: East sub-precinct implementation projects (refer to figure 65)

EAST SUB-PRECINCT IMPLEMENTATION PROJECTS						
No.	Project name	Themes/ Category	Project description	Timeframe	Project Owner	Supporting Partner
1.	Land assembly and release programme (incl. multi-modal vertically integrated PTI)	Planning	Aligned to implementation of the super basement and government precinct, including securing Robert Sobukwe Road reserve, formulate and implement a phased land assembly and release programme of City land.	Short	UCI	PRASA, Transnet, Property Management, Finance, Facilities Management, UPD, Urban Mobility
2.	Extend Church Street to Reed Street	Transport	Proceed with the design and implementation of this key structuring element of the Sub-Precinct. Focus on the missing link as a first priority.	Short	Urban Mobility	UCI, UPD, Property Management
3.	Belrail	Transport	After construction of Church Street extension, partially close Belrail Road and remove the portion of road that runs across the Sub-Precinct.	Short	Urban Mobility	UCI
4.	Super basement	Transport / land use integration	Undertaken a financial feasibility (business case) and legal framework / options analysis investigation for the phased construction and long-term operation and management of the super-basement.	Short	UCI	Urban Mobility, Legal, Financial, Property Management, UPD
5.	Super basement access	Infrastructure	Aside from the Church Street access, investigate, plan and implement an underpass eastern access to the super basement via Belrail estate (land assembly and road construction).	Short	Urban Mobility	UCI, PRASA
6.	Government Precinct	Economic Development	Prepare a feasibility study (business case) or the development of a Government Precinct. Study to include a phased implementation plan, finalising office accommodation off-take agreements, and linking with the super-basement.	Short	UCI	Property Management, National DPW, UPD, Legal,
7.	Diagonal street	Transport	Proceed with the implementation of Diagonal Street through detailed design and public engagements.	Medium	Urban Mobility	UCI,
8.	Charl Malan Street pedestrianisation	Transport	Pursue the pedestrianisation of Charl Malan Street through a multi-disciplinary approach to enable a conducive urban realm	Medium	Urban Mobility, UPD	UPD, Urban Mobility, AED, Urban Management
9.	Daylighting the historic railway tracks	Heritage	Investigate the possibility of daylighting the historic railway tracks as a tribute to the historic role Bellville played in transportation and industrial activities of Cape Town. As part of the public realm improvement programme.	Medium	Heritage, A&C, Urban Design	UPD, UCI

10.	Urban activation of City owned land	Placemaking	Explore opportunities to activate City owned land for interim use which will support opportunities for informal trading/ community services and activation.	Short	Property Management & UCI	Facilities Management, UPD
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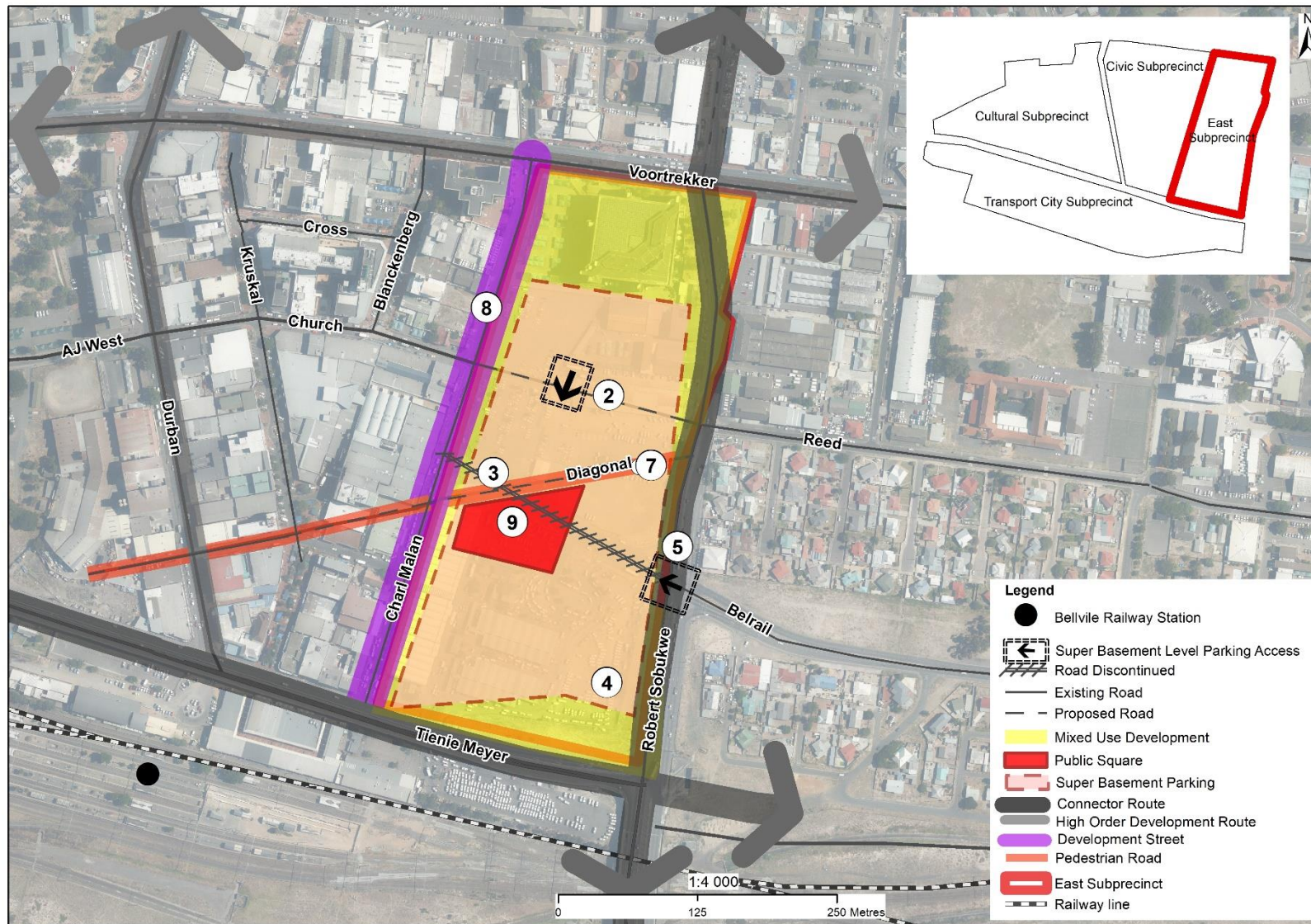


Figure 65: East Sub-precinct Implementation Plan

PTI Upgrade (refer to figure 66)

The realisation of the Bellville Future City is dependent on the upgrade of the PTI and the transformation of the road based public transport network. Overtime, a new vertically integrated, multimodal PTI will replace the existing facility. The new facility will support residential, commercial, office and public parking whilst facilitating efficient public transport movement and transfers between modes.

Conceptual design of the access road network and access points into the proposed PTI have been prepared. The underlying core principles include:-

- No vehicular access into the PTI from Charl Malan Street and Durban Road;
- Multiple accesses from the Tienie Meyer Bypass;
- Access from Robert Sobukwe Road; and
- Access to the PTI and other proposed land uses to the west of the PTI will be facilitated via Landdros Street.

The existing PTI will need to remain fully functional throughout the construction of the new PTI, with the development of the CBD much dependent on the transition of the present MBT and Bus operations. The new PTI is likely to be built in phases; as such, the relocation of the existing PTI will follow a phased approach as indicated in figure 64.

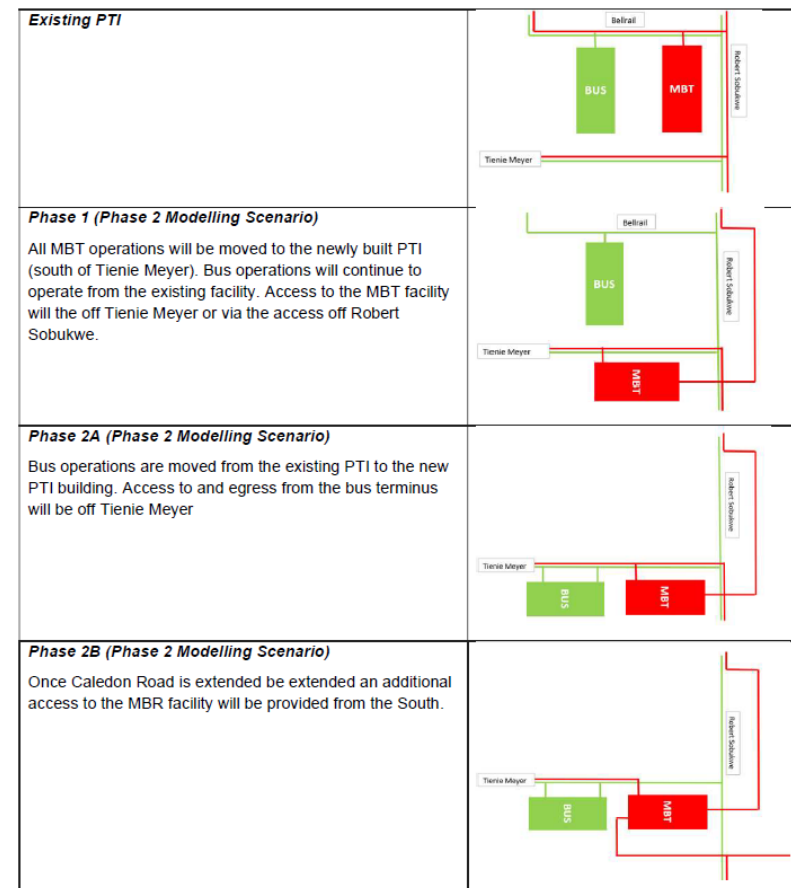


Figure 66: Possible Phasing of PTI Upgrade

Government Precinct

The proposed Government Precinct will provide different government departments the opportunity to locate within, and be part of, the regeneration of the Bellville CBD. Located in the East Sub-precinct, on City owned land (figure 67), the proposal presents a massive opportunity for the state to take decisive steps towards igniting the regeneration of Bellville whilst still working towards achieving the objective of bringing services and government institutions closer to the public through locating in accessible locations.

As the existing PTI relocates off the site, the Government Precinct will set the tone of future development through creating a positive public realm and providing parking facilities in the underground basement.

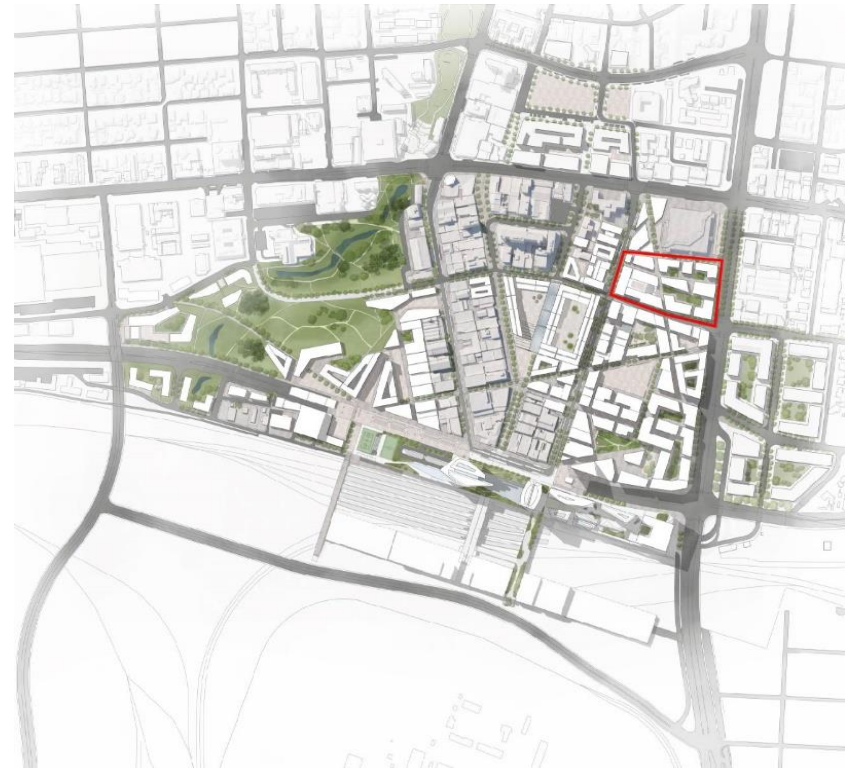


Figure 67: Proposed Government Precinct

4.1.1.2. Civic Sub-Precinct

The following table includes a list of projects, and further investigations, that need to be implemented in the Civic Sub-Precinct in order for the Bellville LSDF is to be realised. The table includes a brief description of each entry as well as an indication of the possible prioritisation of the projects and the proposed project owner.

Table 4: Civic sub-precinct implementation projects (refer to figure 68)

CIVIC SUB-PRECINCT IMPLEMENTATION PROJECTS						
No.	Project name	Themes/ Category	Project description	timeframe	Project Owner	Supporting Partner
1.	Civic Square	Development	Engage with current leaseholders of City owned land with the aim of improving the interfaces with the surrounding public realm and overtime possibly creating a more direct, semi-public thoroughfare along Blanckenberg and a private – public space that links into the public square on the ground level.	Medium/ long	UCI, Growthpoint Properties	UPD, Property Management, MURP
2.	Extend Church Street to Reed Street	Transport	Proceed with the design and implementation of this key structuring element of the Sub-Precinct. Inclusive of a building setback of 8m.	Short	Urban Mobility	UCI, UPD, Property Management
3.	Diagonal street	Transport	Proceed with the implementation of Diagonal Street through detailed design and public engagement inclusive of land acquisition.	Medium	Urban Mobility	
4.	Trading plan	Economic Development	Implement trading plan that contributes to the creation of a quality public realm with a variety of retail offerings. The trading plan to include a management and operations plan. Trading plan to investigate possible concentrated market areas such as along a portion of South Street.	Short/ medium	AED	Urban Mobility, AED, GTP, Urban Management
5.	Kruskal Avenue upgrade	Placemaking	Complete the implementation of Kruskal Avenue upgrade in a manner that aligns with the long-term development vision for Bellville.	Short	UPD	UCI, MURP

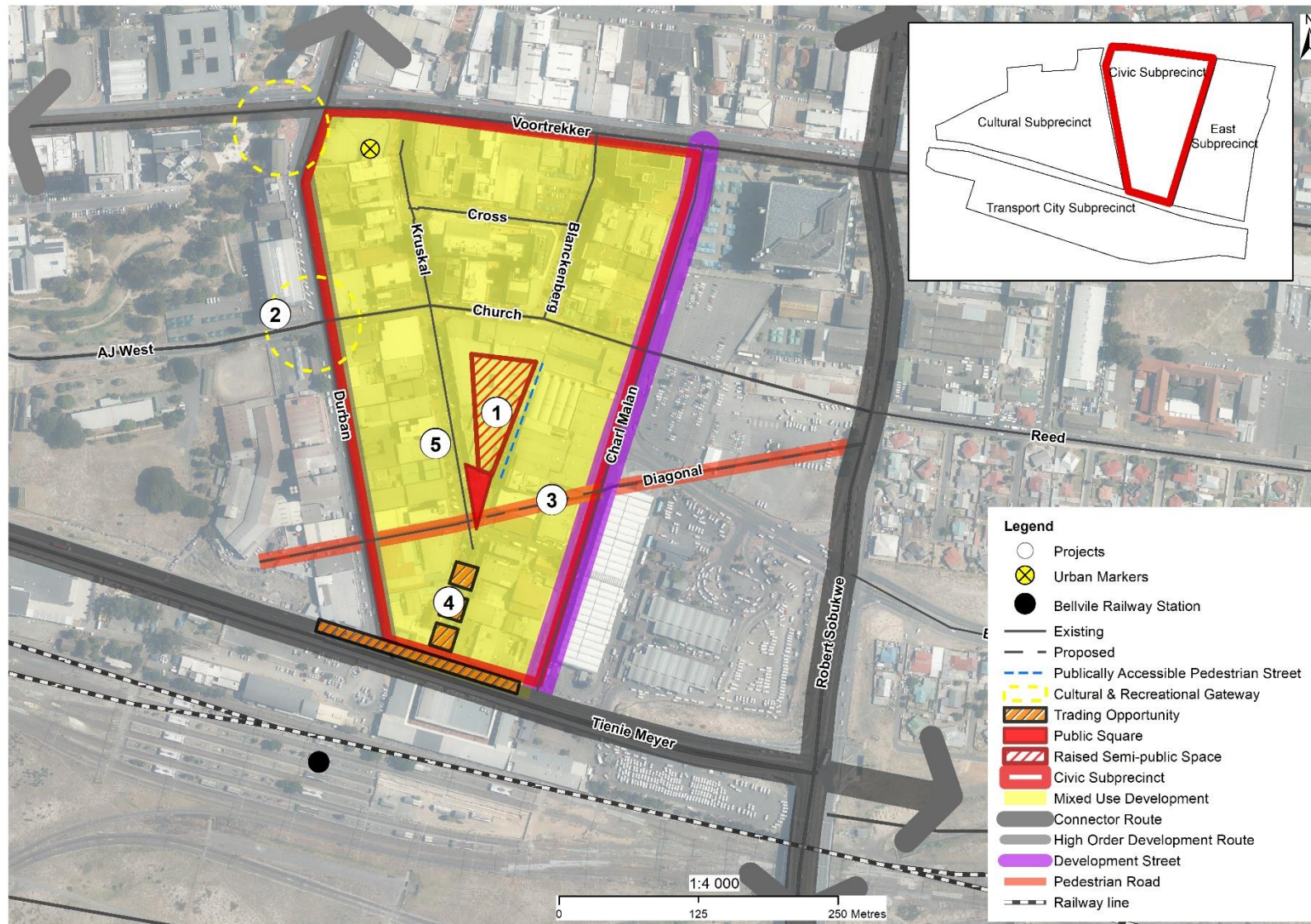


Figure 68: Civic Sub-precinct Implementation Plan

4.1.1.3. Cultural Sub-Precinct

The following table includes a list of projects, and further investigations, that need to be implemented in the Cultural Sub-Precinct in order for the Bellville LSDF to be realised. The table includes a brief description of each entry as well as an indication of the possible prioritisation of the projects and the proposed project owner.

Table 5: Cultural sub-precinct implementation projects (refer to figure 69)

CULTURAL SUB-PRECINCT IMPLEMENTATION PROJECTS						
No.	Project name	Themes/ Category	Project description	timeframe	Project owner	Supporting partner
1.	Library annex	Heritage	Undertake a stakeholder engagement process to identify and record oral histories and cultural heritage of the area that could be displayed in a cultural heritage museum / museum of the people in the vicinity of the Library.	Medium	Heritage, A&C	UPD, UCI, ACC, GTP, Property Management, Heritage Western Cape, CS&H
2.	Voortrekker Road / Elizabeth Park Gateway	Heritage	Work with Urban Design and Heritage Branches to proceed the Voortrekker Road/ Elizabeth Park gateway as proposed in the Bellville Heritage Study, 2021. Work to include, and reinforce, the public realm upgrade of the 12-mile post and the oil lamp.	Medium	Heritage, A&C	UPD, UCI, ACC, GTP, Urban Management, Heritage Western Cape, Recreation & Parks, CS&H
3.	Bellville Sports Complex / Elizabeth Park Gateway	Heritage / Integrated Recreational Framework	Create a gateway between Elizabeth Park and the Bellville Sports Complex.	Short	Recreation & Parks, CS&H	UDP, UCI, GTP, Heritage
4.	Unpack AJ West & NMT crossings and gateways	Transport & NMT	Upgrade the NMT links through the Sub-Precinct with particular focus on ensuring safe pedestrian crossings of AJ West Street.	Short	NMT, Urban Mobility	UCI, Recreation and Parks, Heritage, CS&H
5.	Redevelopment of netball courts	Development	Pursue the relocation of the netball courts thus freeing this space for development and intensification. - Investigate the possibility of pursuing redevelopment through the provision of development off-sets. - Consider the development set back lines along the Elsieskraal River.	Medium	Recreation & Parks, CS&H	UCI, Property Management, UPD, Urban Design,
6.	Friends of Elizabeth Park	Public realm	GTP to facilitate the establishment of the Friends of Elizabeth Park with the aim of assisting the City with the management and operations of the park as well as establish a series of events that activate community presence within the park.	Short	Recreation & Parks	GTP, UCI, Property Management, Urban Management, CS&H
7.	Property access	Transport / land use planning	Investigate and resolve access points to properties surrounding Elizabeth Park. Resolution to consider NMT and pedestrian safety and movement.	Short	UCI	Urban Mobility, UPD, NMT
8.	Liveable Urban Waterways	Infrastructure	Develop the Elsieskraal River Corridor as an exemplar project for the urban waterways initiative.	Short	Water & Sanitation Recreation & Parks	UCI, GTP, Friends of the Park, UPD, CS&H; Environmental Management
9.	Rationalise parking facilities	Management	Phase in the rationalisation of off street parking facilities within the Sub-Precinct in line with the implementation of the Parking Strategy.	Short	Urban Mobility	UPD, UCI, Urban Management

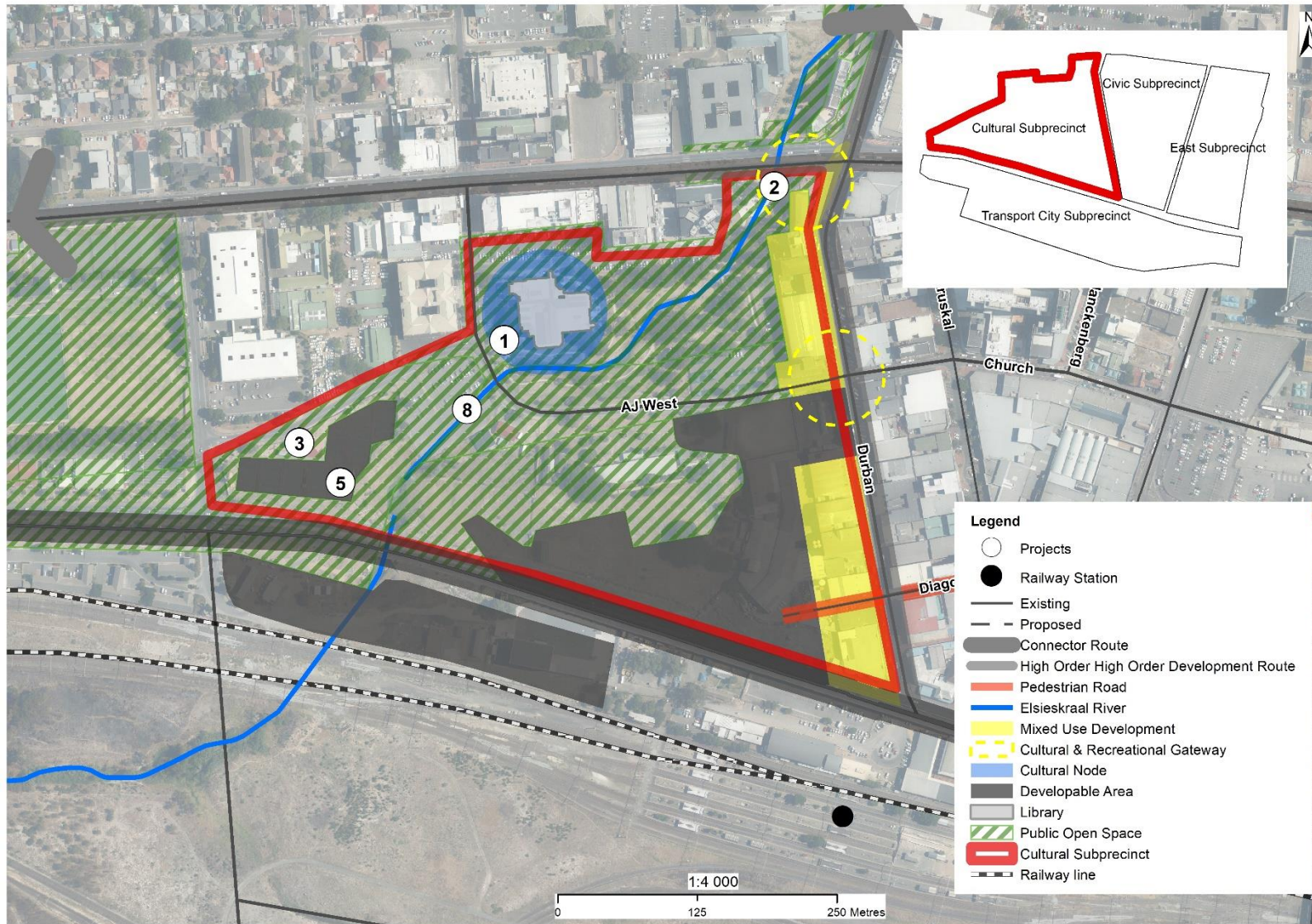


Figure 69: Cultural Sub-precinct Implementation Plan

4.1.1.4. Transport City Sub-Precinct

The following table includes a list of projects, and further investigations, that need to be implemented in the Transport City Sub-Precinct in order for the Bellville LSDF to be realised. The table includes a brief description of each entry as well as an indication of the possible prioritisation of the projects and the proposed project owner.

Table 6: Transport city sub-precinct implementation projects (refer to figure 70)

TRANSPORT CITY SUB-PRECINCT IMPLEMENTATION PROJECTS						
No.	Project name	Themes/ Category	Project description	Timeframe	Project Owner	Supporting Partner
1.	Land Development Agreement to facilitate development of multi modal vertically integrated PTI.	Public Transport	Conclude a land development agreement with Transnet and PRASA to facilitate the construction of a vertically integrated PTI over the long-term. The agreement to include access (Landdros Street etc.) and development rights, ownership, management models, etc.	Short	Urban Mobility & UCI	PRASA, Transnet, Legal, Property Management, UPD
2.	Staging facility	Transport/ Property Management	Secure land for a staging facility for the MBT and bus operations as part of the operational model for the new PTI.	Short	Urban Mobility & UCI	Property Management, Urban Mobility, PRASA, Transnet.
3.	Caledon, Landdros Street Francie van Zijl Drive extension	Transport	Investigate and promote the phased improvement of access and movement routes within the	Medium	Urban Mobility	UCI, PRASA, Transnet
4.	Belrail PTI access arrangements	Transport	Investigate, plan and implement an underpass eastern access to the PTI from the Belrail estate.	Short	Urban Mobility	UCI, PRASA
5.	Trading plan	Economic Development	Review the Trading Plan to support the implementation of the medium to long-term vision for Bellville.	Short/ medium	Area Economic Development	UCI, Urban Mobility, GTP, Urban Management,

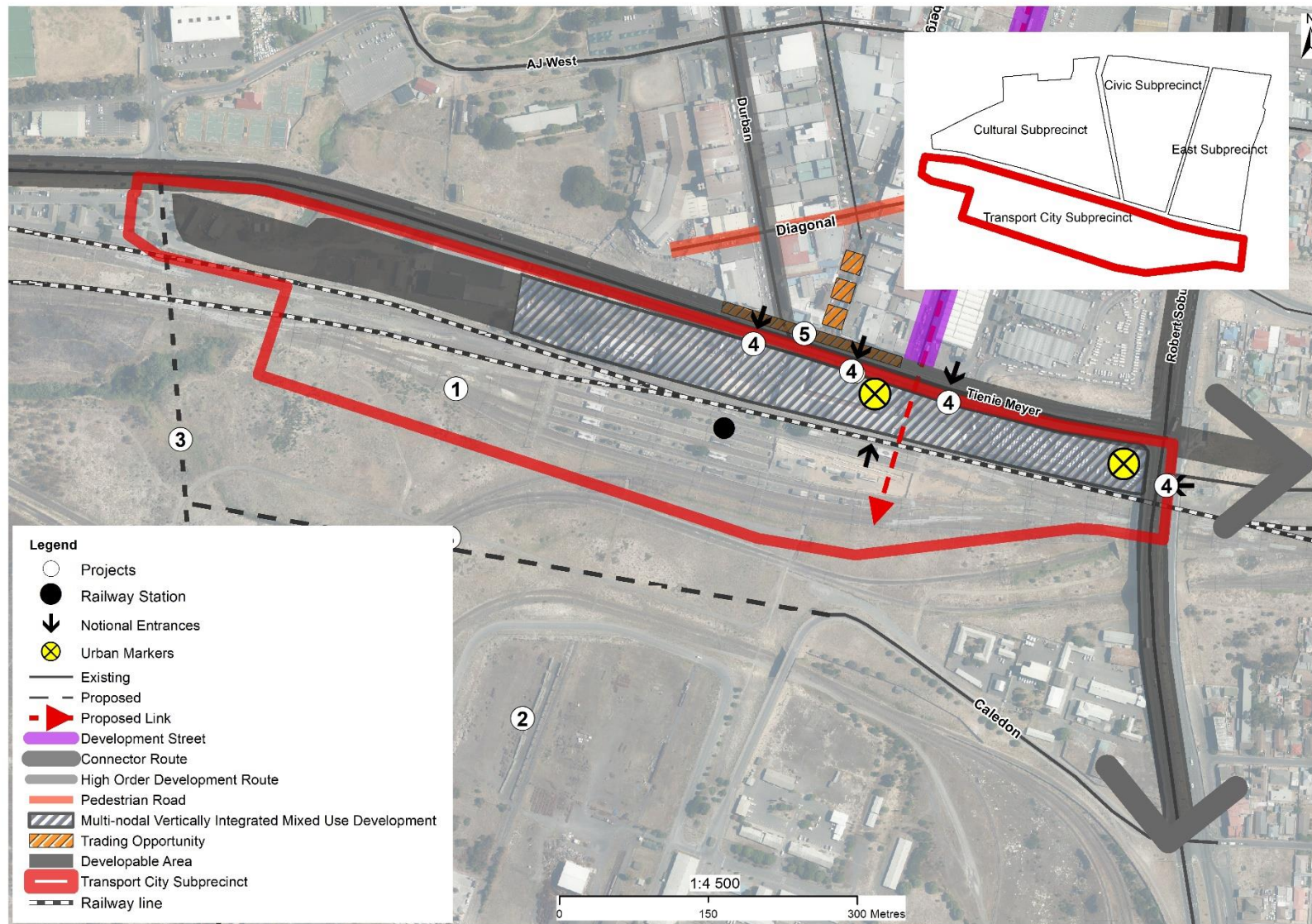


Figure 70: Transport City Sub-precinct Implementation Plan

4.2. Mechanisms

This section provides an overview of some mechanisms that can be used to support the realisation of the proposals contained in this report.

4.2.1.1. Proactive Rezoning/ Upzoning

Proactive rezoning is a process where a municipality, of its own accord, changes the existing zoning of, or adds an overlay zone over, land parcels within its jurisdiction. The aim is to incentivise development in a specific area or to control the nature of that development. Two main objectives/ incentives are relevant here. Firstly, through a proactive zone, development rights and restrictions can be tailor made to the geographical area in question.

Secondly, as the proactive zone aims to encourage a particular type of development, preferential and shortened approval processes for policy aligned applications will be provided making it more attractive to develop in this area. The City is pursuing the creation of proactive zones in certain areas as part of the City's Municipal Planning By-Law review process.

Delineating a proactive zone or overlay zone in the Bellville CBD will incentivise developments that are aligned with the Bellville CBD LSDF whilst placing certain restrictions or obligations on aspects such as parking and access amongst others. The development guidelines put forward in Section 3.5 will form the basis of these rights. Furthermore, the TOD Basezone or overlay zone (as described in Table 2, Project 21) may be linked with the following:-

- a. Development Contribution arrangements;
- b. Inclusionary¹⁵/ affordable housing requirements;

- c. Densification levels;
- d. TIA requirements;
- e. Introduction of a parking levy;
- f. Replacing surface parking by participating in basement parking scheme;
- g. Infrastructure capacity and project pipeline development; and
- h. Any other incentives/ disincentives.

The provisional area for the Bellville TOD Basezone/ overlay zone is depicted on Figure 71 and may include:

- a. Bellville CBD;
- b. the Northern sub-precinct (as proposed in Table 2 Project 33) that are required in order for the movement elements in the CBD to work efficiently;
- c. The Belrail sub-precinct (as proposed in Table 2 Project 33) and the remainder of the Belrail residential area; and
- d. Most of the area that is incorporated in the Bellville Integration Recreational Framework.

¹⁵ Inclusionary Housing is an approach that seeks to leverage the development application process for new residential or commercial

development to secure the construction and perpetual availability of affordable housing in an integrated manner.

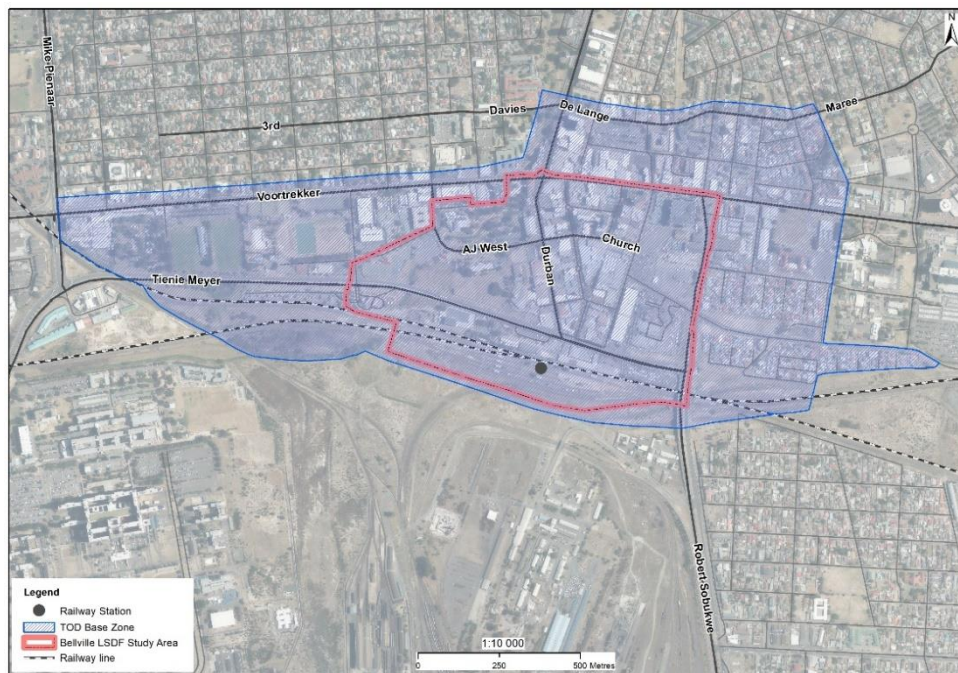


Figure 71: Proposed TOD Basezone/ Overlay Zone area

Proactive class applications may be made through this process with the aim of de-risking investment and creating an appropriate and sequenced project pipeline.

4.3. Heritage Exemptions and Placemaking Projects

This section presents the proposed heritage grading for the area, the locations where exemption from Sections 34 and 38 of the NHRA could be pursued as well as the proposed heritage interventions as suggested in the Bellville CBD Opportunity Area Heritage Study, 2021.

Heritage Inventory:

It is proposed that a sample of modernist buildings found in Bellville be investigated for inclusion in the City's heritage inventory.

Exemption from Section 34 NHRA

Exempting areas from the Sections 34 and 38 of the NHRA is a way of reducing regulatory uncertainty and promoting (re)development in key geographical areas where few significant heritage resources exist.

The Bellville CBD Opportunity Area Heritage Study (2021) concluded that exemption from Sections 34 has limited application in Bellville due to its necessary exclusion of declared or listed heritage resources within the exemption area. The Study proposed that an exemption from Section 34 is only pursued where the following criteria is found to be applicable:-

- The majority of structures within the proposed exemption area are over 60 years;
- The area has significant or catalytic redevelopment potential and there is a need to incentivise this potential by lowering regularity requirements; and
- All or nearly all of the structures within the exemption area are neither worthy of conservation, nor are they declared as national or provincial heritage sites, with none being listed on the heritage register.

Furthermore, the Study recommended against pursuing an exemption from Section 38 for the following reasons:

- In cases where a proposed development is unlikely to impact on heritage resources, a simple and low-cost process already exists in the Notification of Intent to Develop (NID) and subsequent

confirmation by Heritage Western Cape that no further assessment is required.

- b. Where a proposed development will impact on heritage resources and if an exemption from Section 38 had been obtained, a permit is in any event likely to be required in terms of Sections 34 and 35 of the Act which protect structure and archaeology (noting that a Section 34 exemption for the same area would have excluded from its ambit any buildings older than 60 years and worthy of conservation). In such cases it is to the advantage of the applicant that the assessment be conducted in terms of Section 38, which provides for the weighing up of social and economic benefits against impacts on heritage resources.

Possible Exemption Areas in the Bellville Catalytic Precinct:

As much of the built fabric is over 60 years of age, with significant concentrations of graded heritage resources located in the CBD and the Hardekraaltjie/ Elizabeth Park areas, and in light of the criteria set out above, these areas would not benefit from an exemption from Section 34.

The Belrail Sub-precinct appears to have significant catalytic redevelopment potential in the short to medium term. Few of the structures are intrinsically worthy of conservation nor are they declared as national/ provincial heritage sites. As such, the Belrail Sub-precinct appears to be the only area suitable for pursuing an exemption from Section 34. **Land Disposals and leases**

Local government disposes of surplus property and transfers development rights to a private developer as a way of facilitating economic development. A local municipality may sell/ transfer property in the following ways:-

- a. Land for a fee – sale of lease;

- b. Land as in-kind payment for infrastructure; and

- c. Land as equity for development.

Local government may seek to maximise fair market value for land and maximise other policy goals (e.g. affordable housing). Local government and development agents negotiate the land disposal deal structure with the goal of aligning public and private interests.

This mechanism may be a viable option in the East Sub-Precinct and the Cultural Sub-Precinct where the City owns a number of properties that could be utilised to realise the City's housing, and other, policy objectives.

Urban Development Zones (UDZ)

The Urban Development Zone (UDZ) is a National Treasury tax incentive administered by the municipality that aims to address urban decay in South Africa's inner cities by promoting private sector-led investment in commercial and residential developments within designated areas.

This is a viable mechanism in the Bellville CBD as part of the CBD is already designated as an UDZ (refer to figure 72). The UDZ predominantly consists of the built fabric of the Civic Sub-Precinct and part of the Cultural and Eastern Sub-Precinct. As large tracts of land in these Sub-Precincts are in private ownership, UDZ tax incentive is worth pursuing.

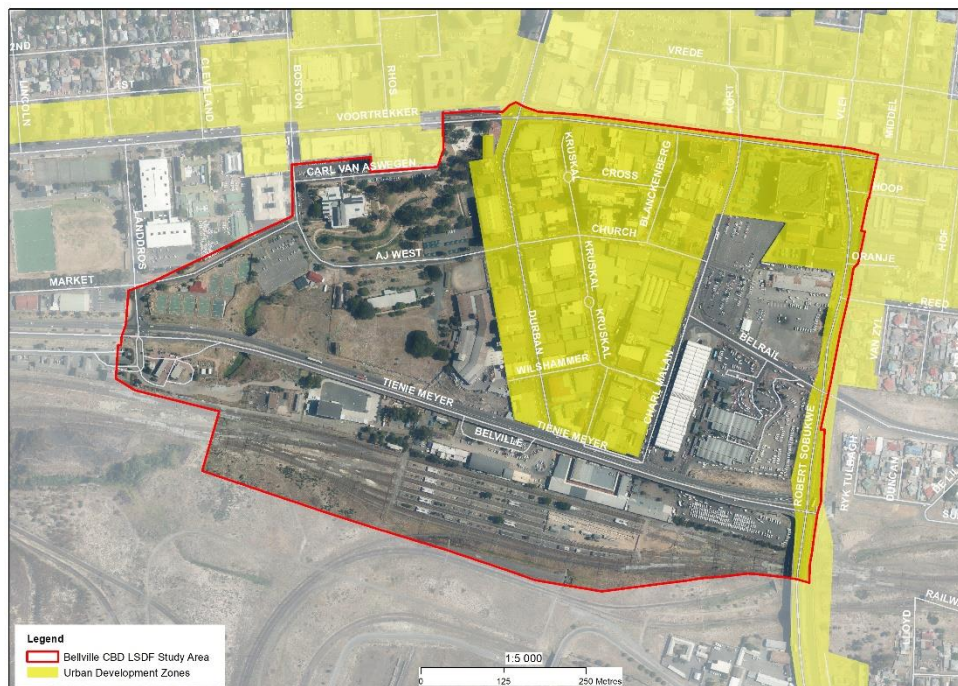


Figure 72: Urban Development Zone

Land Value Capture

The Bellville CBD continues to hold immense development potential and as such is viewed as an area where a land value capture strategy can be successfully implemented. Clearly setting the rationale behind pursuing a LVC in Bellville is the first step. Typically, the rationale for establishing a LVC includes:-

- a. Infrastructure improvement upfront (funded from alternative sources) and recouping value over time for re-investment, or
- b. Capturing increased value from already existing infrastructure and building up funds overtime for further improvements, or

- c. A combination of both.

The land value capture implementation strategy should align with the applicable long-term development plan (such as an LSDF) of the area. Preparing such as strategy includes the following phases:-

- a. Apply metro/ district scale spatial targeting and alignment filters;
- b. Apply further qualitative and quantitative criteria at node/ precinct scale; and
- c. Prepare development and LVC implementation strategies at node/precinct level which includes:-
 - I. Initial pre-feasibility scan and precinct selection confirmation;
 - II. Detailed technical analysis and planning;
 - III. Financial analysis, mechanisms and implementation programming; and
 - IV. Commencement and ramping up implementation actions, monitoring, review and adjustment.

References:

City of Cape Town (2023) Tygerberg District Integrated District Spatial Development Framework and Environmental Management Framework

City of Cape Town (2013) City of Cape Town Urban Design Policy, Cape Town: City of Cape Town.

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City of Cape Town (2021) Inclusive Economic Growth Strategy, Cape Town: City of Cape Town

City of Cape Town, Urban Catalytic Investment (2019) Catalytic Land Development Programme (CLDP), Draft TOD pipeline and portfolio prioritisation framework, Cape Town: City of Cape Town.

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City of Cape Town, Bellville Integrated Recreational Framework Precinct Plan Report (2020): City of Cape Town.

City of Cape Town, Application for Consolidation, Rezoning and Permanent Departures of Erven 11125 – 11128 & 11132, Bellville (2021): City of Cape Town.

Stellenbosch University info: <http://www.sun.ac.za/english/faculty/healthsciences/biomedical-research-institute/construction-of-the-bmri>

The Galleria: <https://thegalleriact.co.za/architects-vision/>

The Greater Tygerberg Partnership, Minutes Of Higher Education Forum Meeting Held On 31 May 2021 At University Of Stellenbosch Business School, Carl Cronje Drive, Bellville (2021): City of Cape Town.

Greater Tygerberg Partnership (2021a): Bellville CBD Retail Survey Report: A study into the retail environment in the Bellville CBD.

Greater Tygerberg Partnership (2021b): Bellville CBD: A brief study into the walkability of the area around the Bellville CBD prepared by Our Future City.

CCT Green Infrastructure Network: An Overview (2022); Environmental Management Department

CCT (2016) Bellville Integrated Transport and Land Use Planning

CCT (2019) Community Services & Health Infrastructure Plan 2019 – 2034

CCT (2020) Summary Guidelines and Standards for the Planning of City of Cape Town Social Facilities and Recreational Spaces (4th Revision), Prepared by C Green CSIR

Appendix A: Timeline of Selected Previous Work

There are numerous documents that have been issued under the Bellville Catalytic Land Development Programme that have informed

this LSDF. These documents are in addition to the work undertaken by the City over the years. While these documents are not formally adopted as policy, the documents build on and progress the realisation of the Catalytic Land Development Programme node, the Bellville CBD.

Number	Name	Date	Author
A1	Urban Accelerator Report	March, 2017	TDA
A2	Bellville Opportunity Area: Outline Business Case	July, 2017	TDA
A3	Bellville Transportation Masterplan Framework Report	October, 2019	Aurecon
A4	Bellville Opportunity Area Catalytic Development Project: Socio-economic baseline and economic strategy	February, 2020	PricewaterhouseCoopers
A5	Bellville CBD Catalytic Precinct Modelling Network Amendments: Macro Modelling Network Amendment Report	March, 2020	Aurecon
A6	Bellville Future City: Conceptual Design & Route Determination: Tienie Meyer & Willie Hofmeyer Road Extensions	May, 2020	Aurecon
A7	Bellville Future City: Status Quo Informants into the Scenario Planning Process	May, 2020	Aurecon and Instinct
A8	Bellville Future City: Technical Feasibility of Light Rail Transit (LRT) alignments between Tyger Valley and Cape Town International Airport	June, 2020	Aurecon
A9	Bellville Future City: Bellville Oriented Public Transport System Modelling Review	June, 2020	Aurecon
A10	Bellville Future City Masterplanning & PTI Option Recommendations	June, 2020	Aurecon and Instinct
A11	Bellville Future City; Masterplanning and PTI Compendium Report	June, 2020	Zutari and Instinct
A12	Bellville Future City: Masterplan and PTI Routemap to Implementation	December, 2020	Zutari and Instinct
A13	Bellville Future City Masterplan and PTI Reference Design Report 1	December, 2020	Zutari and Instinct
A14	Bellville CBD Catalytic Project: LRT Feasibility Investigation: Transaction Options for LRT Position Paper	May, 2021	Zutari
A15	Light Rail Transit Technical Feasibility Report: - Technical Reference Design Specifications - Bellville LRT Stations Principle Planning & Design	June, 2021	Zutari

	• Signalling and Telecommunications Report • Underground Utility Implications • Legal Due Diligence of the RACEC Rail Servitude • LRT Preliminary Business Plan		
A16	Conceptual Design Review for Robert Sobukwe North-South Extension & Carl Cronje Realignment	June, 2021	Zutari
A17	Conceptual Design Review for the Upgrade of AJ West/ Market/ Church/ Reed Streets	June, 2021	Zutari
A18	Conceptual Design Review for the Upgrade of Maree Street	June, 2021	Zutari
A19	Precinct Transportation Informants Report: • Access Strategy • Logistics Strategy • Non-motorised Transport Strategy • Parking Strategy	June, 2021	Zutari
A20	Metropolitan and Bellville Macro-Modelling Overview: Consolidated Macro (EMME) Modelling Review: • Transportation Master Plan Framework 2018 Base Network and Land Use EMME Plots • Transportation Master Plan Framework 2040 Future Network End State and Land Use EMME Plots • Bellville CBD Transportation Framework Public Transport Plots • Phase 2 – EMME Based Modeless Methodology Modelling Plots	June, 2021	Zutari
A21	Bellville Future City Masterplan & PTI Reference Design: Beyond 2022 • Communication Collateral	December, 2021	Zutari and Instinct
A22	Bellville CBD Opportunity Area Heritage Study	August, 2021	Infinity Environmental
A23	Tienie Meyer Extension – Alignment confirmation / concept design finalisation	June, 2022	Zutari
A24	Conceptual Design Review for Robert Sobukwe North-South Extension and Carl Cronje Realignment	June, 2022	Zutari
A25	Conceptual Design Review for the upgrade of AJ West Street/ Market Street/ Church Street/ Reed Street	June, 2022	Zutari
A26	Meso/ Micro Simulation Modelling Report	June, 2022	Zutari

A27	Bellville Future City: Bellville CBD Government Precinct Business Case and Options Analysis for new Civic Building	June, 2022	Zutari
A28	Belcon / Kraaicon Prefeasibility Study	July, 2022	Zutari

Appendix B: NMT Strategy

In order to create the vibrant public realm, NMT becomes a central aspect of the Bellville CBD. The road proposals contained in the LSDF support the creation of a network of NMT which will link into a broader NMT initiative the details of which are included in the Bellville CBD NMT Strategy, 2021 (refer to Appendix A: A19).

The NMT Strategy proposes some changes and/or expands on the City's wider NMT network and Cycling Strategy to increase the modal share within Bellville.

The Strategy will be refined in partnership with the relevant City line departments after which it will be implemented in a phased manner. The Strategy will form a key feature of the DMS through the Bellville CBD TOD Basezone.



Proposed NMT Network

Appendix C: Development Blocks per Sub-precinct

The following section provides further guidance to the development envelope proposed for each of the sub-precincts (refer to figure 73). This work was prepared as a way of understanding the potential gross lettable area, the number of residential units and the proposed land

uses. As the intention is to create mixed-use activities, many of the land parcels are split zoning. This is accommodated in the calculations.

This work also investigated the impact the increase in density and land uses would have on the surrounding movement network. The figures for the East Sub-precinct, the Civic Sub-precinct, the Cultural Sub-precinct and the Transport City Sub-precinct are unpacked below.

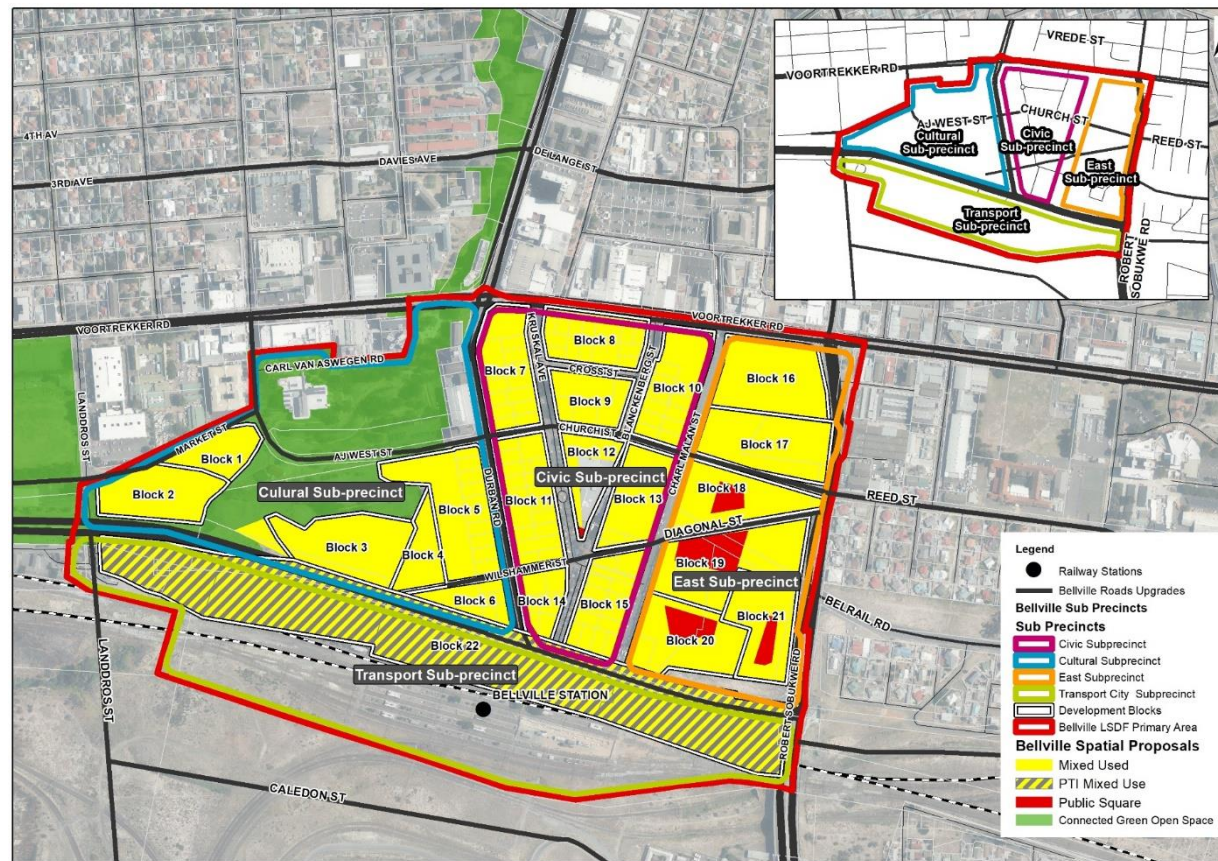


Figure 73: Proposed development blocks

BLOCK 1		
USE	USE SPLIT	USE AREA (m ²)
RETAIL	44%	8687
SOCIAL AMENITIES	56%	11212
	100%	19899
GLA (m ²)	HEIGHT RANGE (m)	NO. OF RES UNITS
15919	6 - 16	N/A

BLOCK 3		
USE	USE SPLIT	USE AREA (m ²)
RETAIL	25%	6349
RESIDENTIAL	50%	12698
SOCIAL AMENITIES	25%	6349
	100%	25396
GLA (m ²)	HEIGHT RANGE (m)	NO. OF RES UNITS
20317	13 - 19	370

BLOCK 2		
USE	USE SPLIT	USE AREA (m ²)
RETAIL	25%	8687
RESIDENTIAL	50%	17374
SOCIAL AMENITIES	25%	8687
	100%	34749
GLA (m ²)	HEIGHT RANGE (m)	NO. OF RES UNITS
27799	10 - 32	370

BLOCK 4		
USE	USE SPLIT	USE AREA (m ²)
RETAIL	25%	6349
RESIDENTIAL	25%	6349
OFFICE	25%	6349
SOCIAL AMENITIES	25%	6349
	100%	25396
GLA (m ²)	HEIGHT RANGE (m)	NO. OF RES UNITS
20317	10 - 32	103

BLOCK 5		
USE	USE SPLIT	USE AREA (m ²)
RETAIL	37%	33543
RESIDENTIAL	37%	33543
OFFICE	6%	5385
HOSPITALITY	6%	5385
EDUCATION	7%	6001
SOCIAL AMENITIES	7%	6001
	100%	89859
GLA (m ²)	HEIGHT RANGE (m)	NO. OF RES UNITS
71887	13 - 19	178

BLOCK 6		
USE	USE SPLIT	USE AREA (m ²)
RETAIL	33%	3324
RESIDENTIAL	33%	3324
SOCIAL AMENITIES	33%	3324
	100%	9971
GLA (m ²)	HEIGHT RANGE (m)	NO. OF RES UNITS
7977	16 - 22	38

BLOCK 07		
USE	USE SPLIT	USE AREA (m ²)
RESIDENTIAL	50%	1678
OFFICE	50%	1678
	100%	3355
GLA (m ²)	HEIGHT RANGE (m)	NO. OF RES UNITS
2684	10 - 35	61

Blocks 8 and 9 consist largely of privately owned properties that are established. While the development of these blocks to align with the vision of the LSDF is encourage, these blocks have been excluded from these tables.

BLOCK 10		
USE	USE SPLIT	USE AREA (m ²)
RETAIL	6%	1860
RESIDENTIAL	33%	9746
OFFICE	17%	4900
EDUCATION	44%	12756
	100%	29262
GLA (m ²)	HEIGHT RANGE (m)	NO. OF UNITS
23410	19 - 22	340

BLOCK 11		
USE	USE SPLIT	USE AREA (m²)
RETAIL	50%	2375
RESIDENTIAL	50%	2375
	100%	4750
GLA (m²)	HEIGHT RANGE (m)	NO. OF RES UNITS
3800	19 - 22	83

BLOCK 13		
USE	USE SPLIT	USE AREA (m²)
RESIDENTIAL	50%	5695
OFFICE	50%	5695
	100%	11390
GLA (m²)	HEIGHT RANGE (m)	NO. OF RES UNITS
9112	19 - 27	197

BLOCK 12 (MALL)		
USE	USE SPLIT	USE AREA (m²)
RETAIL	33%	25300
RESIDENTIAL	49%	37820
OFFICE	13%	9820
SOCIAL AMENITIES	5%	3830
	100%	76770
GLA (m²)	HEIGHT RANGE (m)	NO. OF RES UNITS
61416	13 - 34	946

Blocks 14 and 15 consist largely of privately owned properties that are established. While the development of these blocks to align with the vision of the LSDF is encourage, these blocks have been excluded from these tables.

BLOCK 16		
USE	USE SPLIT	USE AREA (m²)
RETAIL	90%	7640
SOCIAL AMENITIES	10%	880
	100%	8520
GLA (m²)	HEIGHT RANGE (m)	NO. OF RES UNITS
6816	10 - 19	N/A

BLOCK 17		
USE	USE SPLIT	USE AREA (m²)
RETAIL	15%	7464
OFFICE	39%	18921
EDUCATION	11%	5180
RESIDENTIAL	35%	17237.0
	100%	48802.0
GLA (m²)	HEIGHT RANGE (m)	NO. OF RES UNITS
15137	10 - 26	869

BLOCK 19		
USE	USE SPLIT	USE AREA (m²)
RETAIL	10%	5931
HOSPITALITY	6%	3630
OFFICE	33%	19386
EDUCATION	9%	5280
RESIDENTIAL	42%	24666
	100%	58893
GLA (m²)	HEIGHT RANGE (m)	NO. OF RES UNITS
19733	22 - 35	1239

BLOCK 18		
USE	USE SPLIT	USE AREA (m²)
RETAIL	9%	3806
EDUCATION	2%	991
SOCIAL AMENITIES	19%	8425
HOSPITALITY	9%	3806
OFFICE	24%	10345
RESIDENTIAL	37%	16267
	100%	43640
GLA (m²)	HEIGHT RANGE (m)	NO. OF RES UNITS
13014	13 - 38	818

BLOCK 20		
USE	USE SPLIT	USE AREA (m²)
RETAIL	7%	3881
SOCIAL AMENITIES	5%	2645
OFFICE	31%	16407
EDUCATION	34%	17998
RESIDENTIAL	22%	11599
	100%	52530
GLA (m²)	HEIGHT RANGE (m)	NO. OF RES UNITS
9279	10 - 45	583

BLOCK 21		
USE	USE SPLIT	USE AREA (m²)
MEDICAL	20%	14506
SOCIAL AMENITIES	3%	2500
OFFICE	17%	12746
EDUCATION	20%	14875
HOSPITALITY	6%	4429
RESIDENTIAL	33%	23952
	100%	73008
GLA (m²)	HEIGHT RANGE (m)	NO. OF RES UNITS
19162	19 - 45	1203

BLOCK 22		
USE	USE SPLIT	USE AREA (m²)
RETAIL	9%	17064
INDUSTRIAL	6%	11376
TRANSPORT	23%	42974
OFFICE	11%	20855
RESIDENTIAL	9%	17063
KISS & RIDE	11%	21487
HOSPITALITY	10%	18959
SOCIAL AMENITIES	3%	5309
EDUCATION	8%	15168
PARKING	7%	13272
TRADE	2%	3792
	100%	187319
GLA (m²)	HEIGHT RANGE	NO. OF RES UNITS
150158.4	3 - 35	980



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